RAILROAD mac

SEPTEMBER, 1971/60¢

MAGAZINE

Diesel Yard Goats in the East

by Bert Pennypacker

When discriminating sportsmen choose a shotgun to last a lifetime...

WINCHESTER

model 101

Made for hands that know the difference.

Time and experience have taught us that owning a fine shotgun is a lasting partnership built on skill, respect, and understanding.

This is a Winchester shotgun philosophy that's withstood the test of a lot of years. You know the Model 21. You know what we mean.

The Model 101 carries on this old-line tradition with unmistakable Winchester quality. Matched Winchester Proof Steel barrels. Chrome plated bores and chambers. Engine turned breech. Hand checkered French walnut stock and forearm. Hand engraved receiver and trigger guard. The kind of extra quality features you expect from Winchester.

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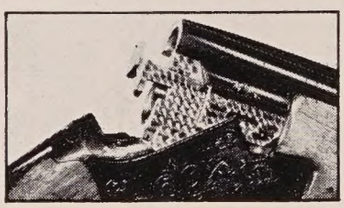

Model 101
engine turned breech
with chrome plated bores
and chambers.

WINCHESTER

Quality-made by professional shooters

AVAILABLE IN CANADA

RAILROAD
MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 89, No. 5 SEPTEMBER, 1971 60 CENTS

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Engine No. 7 gives forth steam and smoke on the Arcata & Mad River.
Photograph by Armstrong (no first name or address given)

ILLUSTRATED FEATURES

Photographs of the Month 14
Diesel Switchers in the East ..... Bert Pennypacker 20
My Boxcar Days ..... Ardeen Goodall Folsom 27
Passenger Train Survey 30
Interesting Railfans No. 105: Donald S. Robinson 34
The Editor's Notebook ..... Freeman Hubbard 42
Along the Iron Pike (*pictorial*) ..... Joseph Easley 49
Burlington Northern Locomotive Roster ..... Sy Reich 54

AUTHENTIC FICTION

Keep Your Retainers Up ..... Edmund E. Pugsley 60

DEPARTMENTS

The Mail Car 4
Information Booth 39
In Search of Steam 44
Transit Topics 46
Trackside in Diesel Age 50
The Hobby Club 52
Books of the Rails 59
The Switch List 65
Model Trading Post 66
Coming Events 66
Pen Pals Wanted 66

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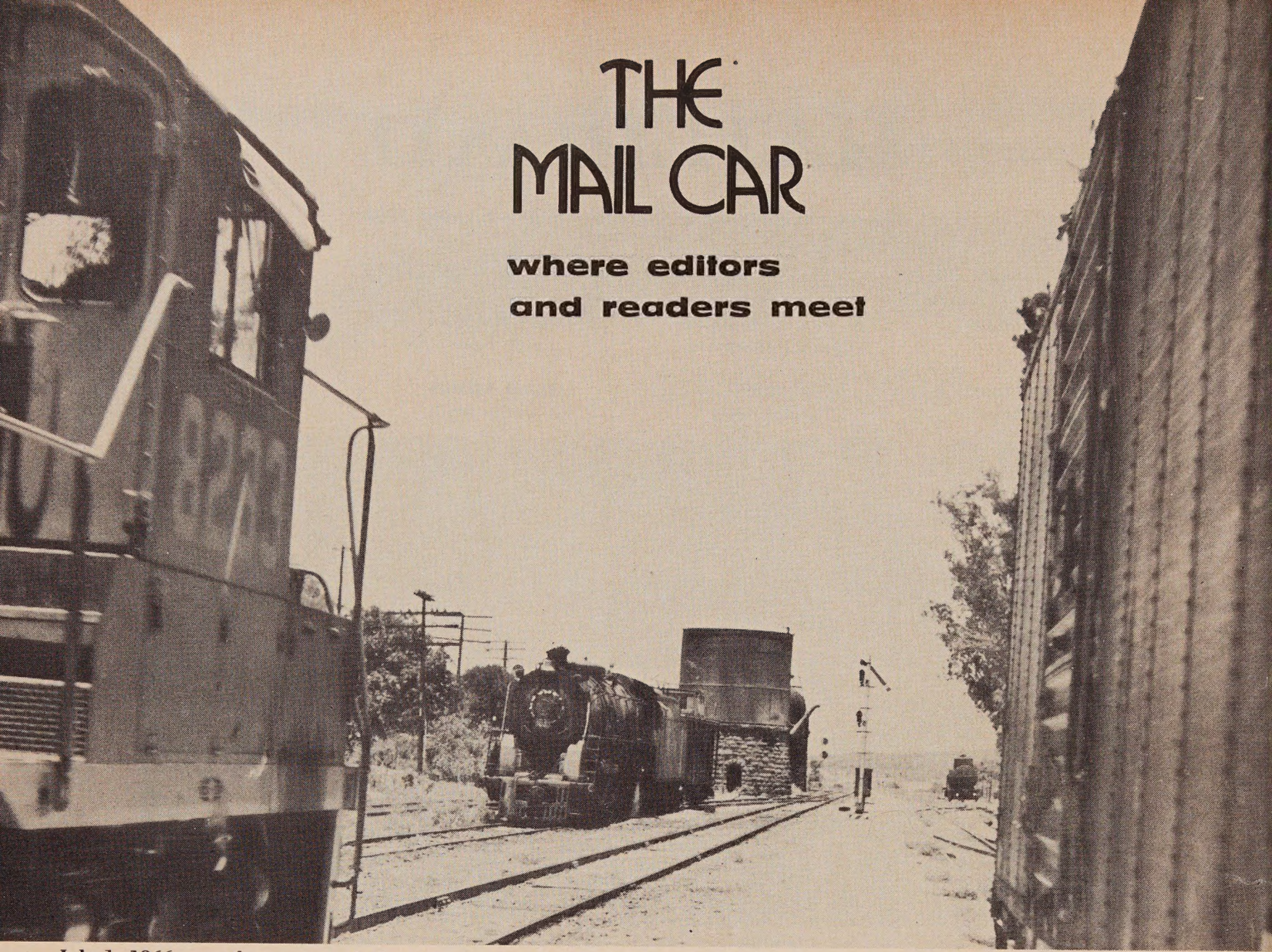
THE MAIL CAR

where editors and readers meet



July 1, 1966: exactly two years before big steam ended in Mexico, the NdeM's *Aztec Eagle* (left) roars through San Nicolas while steamer OR-1 No. 3039 waits "in the hole" for the train dispatcher to give it a clear line to Mexico City.
Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

AGAIN we present a cover made by the promising young artist Theodore A. Xaras, 8014 Ogontz Ave., Philadelphia, Pa. 19150. He painted the scene from a slide taken on Gray's Avenue bridge in South Philadelphia. The Penn Central yard goat, No. 9706, 1,000 hp., model S4, class AS-10, was built by Alco about 20 years ago. Ted has no paintings for sale, but will make any rail subject on order (steam, diesel, or electric, including trolley cars) in oils or watercolor.

Ted has just done a commissioned painting of Delaware & Hudson 4-8-4 No. 308 in dramatic action for the D&H Anniversary Committee, the director of which is Tony Reznak, Jr., P.O. Box 755, Wilkes-Barre, Pa. 18703. This canvas is based on a photograph in Jim Shaughnessy's book *Delaware & Hudson*. The committee will use it for promotional activities to celebrate the D&H sesquicentennial in 1973.

"This fall," Tony tells us, "we will release a 6x9" full-color postcard of the painting at 15 cents each (minimum of thirty with each order)."

Our color-shot last month, taken in Peru by Maxine Wishner, is the only *photographic* cover ever produced by a woman for *Railroad Magazine*. We described it as the first *Railroad* cover made by a woman. It wasn't; years ago Betty Tone Summers, art editor of the Railway & Locomotive Historical Society *Bulletin*, painted two beautiful steam covers for us, one Southern Pacific, the other Erie. Many readers remember them. ●

PHOTOGRAPHY of U.S. trains is not what it used to be. Formerly you got a timetable, chose a good location, and soon a nice steam train showed up. Unless you lost the sunlight or unless the smoke hid the train, you had a picture to give satisfaction for a long time. Today, with American passenger trains almost vanished, you may wait around, sweltering or shivering as the weather dictates, at a likely spot for two hours before a dirty, ill-smelling diesel finally clanks, by maybe pulling a long, monotonous line of freight cars across a rusted, unpainted bridge.

Recently I was looking at some annual reports of railroad companies from 20 to 25 years ago. Many had fine multi-color maps of their lines and connections, also statistical data on their operating and transportation ratios, traffic problems, and holding of stock in other roads. Such information enabled the shareholders to gage the efficiency of management.

By contrast, many annual reports today offer just about the minimum of info. required by law. Their modernistic layouts, color photos of new freight cars and computers and of recent college graduates who allegedly are going to revolutionize the industry (and find alibis for poor performance) remind you of glorified comic books. Incidentally, why doesn't *Railroad Magazine* devote more space to operating, financial, and regulatory problems?—Elmer Treloar, 101 California St., Highland Park, Mich. 48203. (*Ed. note*: Shortly after writing this letter, E.T. visited our office en route to Europe, where he is currently photographing steam trains.) ●

NEWSCAST. Since last March, Penn Central has arranged to lease 6,771 new freight cars and 137 new diesel locos. For a bankrupt road, that's pretty good. But really startling about PC is the news of its offer to sell its fabulously valuable "Park Avenue properties" in midtown Manhattan. This real estate, inherited from the New York Central, covers about ten blocks within a 20-acre area between Madison and Lexington avenues on the west and east, and between 42nd and 52nd streets on the north and south. *Railroad Magazine* office is located on the rim of this "gold mine."

The California Senate has given final legislative approval to a bill requiring airlines, buses, and trains to provide separate seating areas for non-smokers on all runs originating in the state, effective next January first.

America's first dual-track, continuous-welded, box-girder railway bridge of weathering steel is scheduled to be built at Detroit for the Chesapeake & Ohio. Bethlehem Steel has been awarded the steel contract for the 630-foot-long bridge to span 12 lanes of Interstate 96. This structure will replace the C&O mainline tracks, located nearby.

ICC-approved trackage rights have made a major service improvement for the Santa Fe and the Norfolk & Western. Under this agreement, N&W trains carrying freight from the East for delivery at Kansas City to the Santa Fe are now operating over the latter's tracks from Camden, Mo., directly to Santa Fe's new computerized Argentine Yard, a distance of about 30 miles. Similarly, ATSF traffic scheduled for N&W delivery covers the reverse route. N&W crews handle all trains.

CP Rail has ordered 24 new locos, worth about $10 million, from the Diesel Division of General Motors of Canada Ltd. The 3,000-hp jobs will augment CP Rail's existing pool of power in western coal-unit train service. Delivery is due the first quarter of 1972.

Fire of undetermined origin at Phillips, Maine, gutted a factory building that used to be the roundhouse of the Sandy River & Rangely Lakes, once America's longest two-foot-gage railroad but abandoned in 1935 after operating since 1879. Clifford Cushman, a former brakeman on the Sandy River Line, says the roundhouse had three fires in its history. Stuart A. Cunningham, 181 Russell St., Lewiston, Maine 04240, hopes to rally railfan support to preserve historic SR&RL remnants. Mr. Spear of Lisbon Falls, Maine, is rehabilitating two Sandy River coaches and building a reproduction of an old steam loco. Dec. 1931 *Railroad Magazine* carried the story of this line, written by Freeman Hubbard.

First issue of the new bi-monthly *Railroad Car Journal*, due off the press in mid-August, is printed on heavy coated stock, well illustrated, including a full-color picture page. and devoted to boxcars. Second issue, out Oct. 15th, will take up refrigerator cars. Details may be had by sending a self-addressed 8¢ stamped envelope to editor George R. Cockle, 6533 Wirt St., Omaha, Neb.

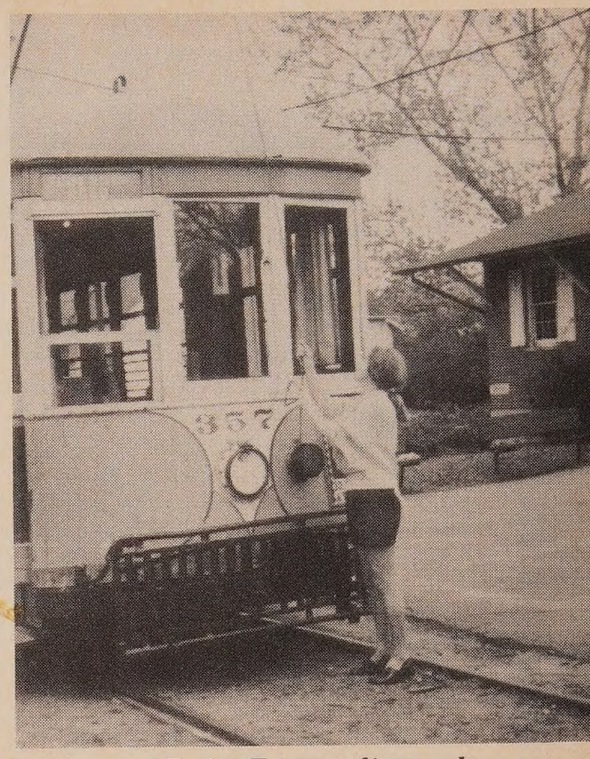
Norfolk & Western freight trains operating throughout the railroad's 8,000-mile system will soon be centrally-controlled from the company's System Operations Center (SOC) at Roanoke, Va. SOC formerly controlled allocation of locomotive power. The new concept expands this responsibility to all trains as well, even to the point of determining which trains will be operated, when, and with what cars.

Preliminary figures from the National Transportation Safety Board indicate that 59,220 persons were killed in transportation accidents in the U.S. last year, more than 90 percent of them being on highways. Here are the totals: *highway,* 53,830 (including *pedestrian,* 9,900; *motorcycle,* 1,960; *bicycle,* 850); *marine,* 1,780; *grade-crossing,* 1,470; *aviation,* 1,416; and *railroad,* 680. An unnecessary question: which is the safest way to travel?

The recent repeal of New York State's full crew law will ultimately save Penn Central about $9 million in labor costs, estimates PC president William H. Moore, adding that similar repeals, if enacted in both Ohio and Indiana, would save his road an additional $21.8 million or so. What they would do to operating efficiency is a touchy and debatable subject. Incidentally, Penn Central reports that by firing 4,516 employes it saved $7 million during the first quarter of this year.

Linking two provinces, CP Rail's new $8 million passenger vehicle ferry *Princess of Acadia* makes two round trips daily across the Bay of Fundy between Saint John, N.B., and Digby, N.S. The vessel can carry up to 650 passengers and 150 standard automobiles. Reflecting today's widespread concern for protection of environment, she is equipped with an on-board thermal-aeration sewage treatment plant.

For the first time in 25 years, a passenger train stopped at the Southern Pacific freight depot here. Consisting of 5 cars, it stayed about 5½ hours, during which time prominent shippers of the area were served dinner and otherwise entertained.—William E. Smythe, 2351 Mage Ave., Marysville, Calif.



Railfanette Ruth Teger adjusts the pole of car she was riding at Branford Trolley Museum in Short Beach, Ct., on Members Day, May 22, 1971.
Stanley Teger, 7716 21st Ave., Brooklyn N.Y. 11214

Our supply of certain back issues of *Railroad* is dwinding fast. Every few days we cut another month off our list of available old copies, stop filling orders for it and refer you to our *Switch List.* A self-addressed 8¢ stamped envelope will bring you a list of issues still available. ●

CIVIL ENGINEERS did an amazing job in building our American railroads. But the financiers have just about ruined them.

Almost every day, you read something more about the Penn Central scandal. And if you have difficulty understanding these news reports, you are not alone. They were not written to be informative, but to make the public lose confidence in PC stock, and thus help one type of investors defraud another type.

Most of our railroads were complete by the beginning of the 20th century. The 1906 extension of the Milwaukee, from the Missouri River to the Pacific Ocean, was about the last big construction venture.

But almost as soon as the railroads were complete, unethical financiers have been playing a little game called: "Freeze out the holders of common stock." Here is how it works—you get a poor or crooked management that makes the road lose money. Before long, they have to quit paying dividends

to the common stockholders (who theoretically own the road).

Next, the road goes so deep in the hole, that they default on paying the bondholders. At this point, the bondholders force the road into bankruptcy. In the reorganization proceedings, some Federal court appoints "receivers" to operate the road, so as to pay interest to the bondholders.

Now actually, if the road ever becomes solvent again, the stockholders can get it back. But usually, the court-appointed receivers are not about to let the road show enough profit for this to happen. I know of one road that has reorganized three separate times, each time changing its name, and each time confiscating the investment of a different set of stockholders. The only difference between this type of stealing, and the old-time train robberies, was that Jesse James carried a gun.

What the Federal Government really ought to do is to buy a controlling interest in the Penn Central, and then elect some good civil engineer, who has a background in railroading, as president. Then this great system could be scientifically managed in such a way as to be fair to the investors in both stocks and bonds.—Vernus N. Pyle, Belleville, Illinois. ●

IN MY OPINION. Recently, in a moment of weakness, I bought a copy of *Railroad,* mainly out of curiosity to see if I could find any improvements in its contents. I guess my optimism was for naught. The most amusing part of your publication is the endless debate over pictures of women. Never has it been more apparent that the railfan hobby attracts so many loose ends, odd lots, castoffs, and social misfits. *Trackside in the Diesel Age,* your one concession to the 20th century, is still too short, though it now fills two pages. The columns by Maguire, Reich, and Eagleson cover their fields fairly well. Our hobby could easily support two good magazines, but I'm afraid *Railroad* has a long way to go before intelligent people can take it seriously.—Tom Nelligan, 6 N. Cliff St., Ansonia, Conn. 06401.

I note two excellent changes in recent issues of *Railroad:* (1) dates are included in more of your photo captions and (2) the "get rich quick" ads are gone.—Martin Burke, 983 Summit Ave., Bronx, N.Y. 10452.

During the past few years your magazine has stepped up the quality of its photos, included pretty girls, and improved its features and departments; but I hope future issues will give less space to foreign railways.—Harry W. Cook, 6438½ The Paseo, Kansas City, Mo. 64151.

I am not opposed to *Railroad* pictures of females looking at, riding or photographing trains or trolleys; but when you show them merely staring into space, with a station a block away, you overdo the "petticoat chase."—Frank Kyper, Box 253, Quincy, Mass. 02169. *(Ed. note:* Today, young women wear slips or "hot pants," not petticoats).

Keep *Railroad* the way it is, girls and all. Those who object to girl photos, in my opinion, are prudes. I recall an old saying, "A man isn't old until he stops looking, and a lady isn't old until she ceases to care how she looks."—Alfred J. Kleinsmith, 1378 Brookline Rd., Cleveland, Ohio 44121.

If you must show females, include a few sophisticated women in their thirties, not merely teenyboppers in jeans or shorts.—Walt Broschart, P.O. Box 8064, Jersey City, N.J. 07308.

My husband devours all of your contents, but I prefer the fiction stories. Your July story, "The Ball of Fire," recalled an experience I had in a small French town. When our train paused at our destination, we found to our dismay that all doors in our car on the station side were locked; but my husband managed to open a door on the track side. Just as he removed our second valise, the train began to move. As I stood there in horror, the quick-thinking conductor came up behind me, sized up the situation, and unceremoniously threw out our last valise, and then me into my husband's waiting arms. Had my husband been less adept at catching, I would have suffered the fate of your story's heroine—or worse! —Mrs. L. La Parente, 1810 Hunt Ave., Bronx, N.Y. 10462.

I hope you've had it by now with those silly photos of feminine legs. OK, I don't mind two or three such pictures; but when almost an entire issue, like June, goes off the deep end, someone may get the idea that the editor is a sex hound.—Bert Pennypacker, 1307 Palmetto St., Philadelphia, Pa. 19124.

Like many railfans, I never visit a city or town without making a pilgrimage to its railroad station, which today is likely to be for freight only, if not demolished. Years ago, when a train arrived, there were cheerful greetings and warm embraces; and when it left, fond good-byes. But with the decline of rail passenger transportation, part of America's soul has died. Emotionally speaking, and as regards the safety factor, the automobile is a poor substitute. Will the railroad of the future in the United States be seen only in museums?

I am glad that *Railroad Magazine* concerns itself with the present and future of the industry as well as its past. I think you could increase your circulation among the younger generation if you publish a feature on "Railroading and Environment," by which I mean ecology. I could provide some help with it, because the subject ties in with my work as managing editor of a national newsletter, *Areas of Concern,* —Harry Hyde, Jr., technical publications consultant, 930 Academy Lane, Bryn Mawr, Pa. 19010. ●

PERSONALITIES. Railbook author Jim Scribbins of Milwaukee, one of our *Interesting Railfans,* and his wife were injured in an automobile accident which demolished their new car near Neenah, Wisconsin. Jim is okay now; his wife is recovering slowly.

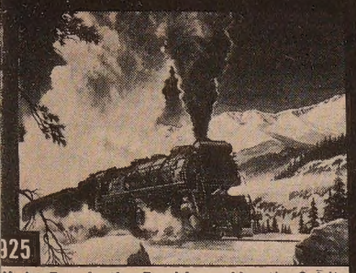
Another of our *Interesting Railfans,* Roy Graves, of San Francisco, died at age 83. Roy was a photographer and an authority on Bay Area history, especially railroading. More than 20 authors used his photos to illustrate books. Lucius Beebe said: "None of us in his right mind would think of doing a book on the Bay Area without consulting him for names, dates, places, and pictures. He is a bottomless repository of accurate information."

James Jones, a retired Pullman Co. executive, owns a plush $400,000 railroad car of the Lucius Beebe vintage, in which he and his wife gad about the country, coupled behind regular passenger trains. It is 85 feet long, has an opulent lounge, a dining room, a kitchen, three bedrooms, and quarters for a porter and a cook. This palace on wheels is air-conditioned, panelled with Venetian mirrors, and has an electric pipe organ. When the Joneses tire of it, they switch to one of the other two splendid rail cars which they own.

Query from Bill Rapp, editor of the Railroad Station Historical Society *Bulletin,* 430 Ivy Ave. Crete, Neb. 68333: "In either 1936 or '37 I rode from Pemberton to Hightstown on a Pennsy 'off-the-beaten-track' excursion that probably originated in New York. Can anyone supply details?"

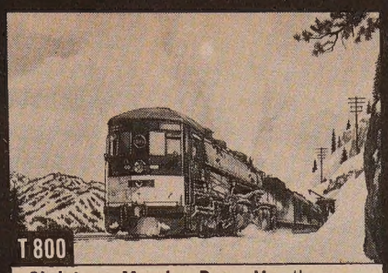
Joe Easley set a great record with *Along the Iron Pike.* It ran in *Railroad* nearly 40 years without skipping an issue and was very popular most of that time. After this mouth it will no longer appear, but Joe will still illustrate our fiction stories.

Railfan Stephen Rafferty, 25, a Philadelphia college student, stood on a Penn Central mainline track in Merion, Pa., on May 11th. He was so intent on getting a dramatic shot of a westbound train near Merion, Pa., station



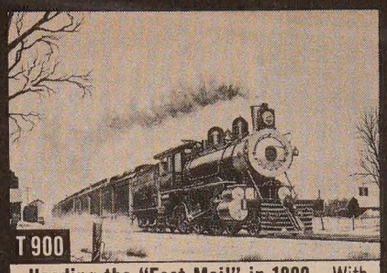
925

Night Run in the Rockies—May the Spirit of Christmas be with you . . . through the Year—**Rio Grande 3617 Mallet**



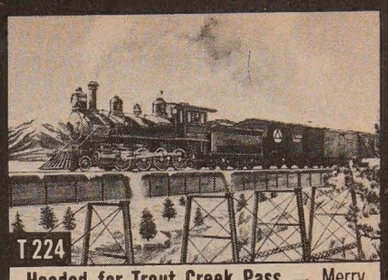
T 800

Christmas Morning Run—May the meaning of the Season be deeper as Christmas comes, etc.—**SP Overland Limited**



T 900

Heading the "Fast Mail" in 1899—With every good wish for Christmas, etc.—**CB&Q Vauclain Compound #1592**



T 224

Headed for Trout Creek Pass — Merry Christmas and Happy New Year—**Colorado Midland, South Park 1890**

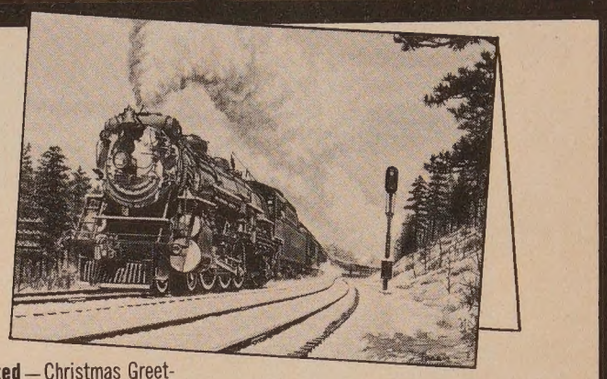
CHRISTMAS CARDS OF TRAINS

BY THE FAMOUS TRAIN ARTIST, HOWARD FOGG

TOP QUALITY ART IN BEAUTIFUL FULL COLOR

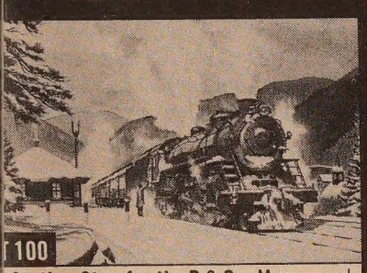
Bright colorful scenes from the days of steam to the present bring nostalgic thoughts at Christmas. Cards fold to 5 x 7. All have a story of the scene inside with place, date and identification. We can print your name in red to match the greeting. Also, your return address on the deluxe white envelopes—extras included. You will be proud to send these unusual cards and you get "double-header" service on your order!

ORDER DIRECT FROM THIS AD OR SEND FOR FREE SAMPLE AND CATALOG



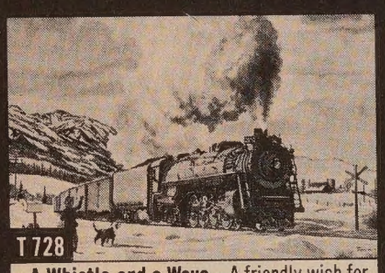
T 405

The Crescent Limited—Christmas Greetings and Best Wishes for all the Year—**Southern Railway Engine #1401**



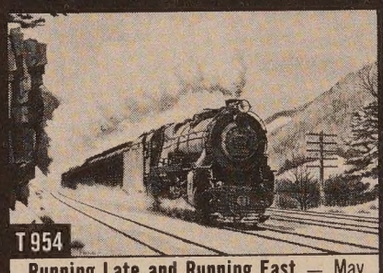
T 100

Station Stop for the B & O—May you and yours this Christmas day be blessed, etc.—**Baltimore & Ohio Pacific type**



T 728

A Whistle and a Wave—A friendly wish for a Merry Christmas and a Happy New Year—**Montana Main Line Engine #2681**

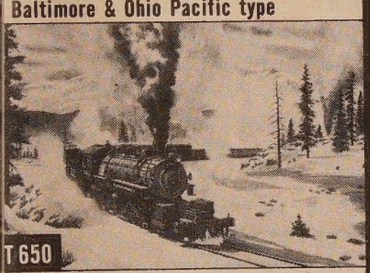


T 954

Running Late and Running Fast — May you and yours this Christmas day be blessed, etc.—**K4 Broadway Limited**

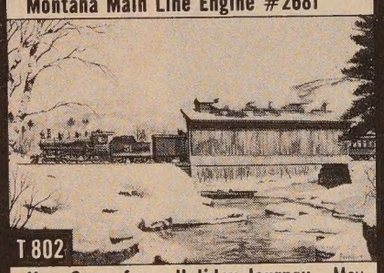
T 572

Headin' West to Laramie—Merry Christmas and a Happy New Year—**The "Big Boy" #4002 on Sherman Hill**



T 650

Smokin' Around the Bend—Christmas Greetings and Best Wishes for all the Year—**A "Moffat Malley" on Rollins Pass**



T 802

New Snow for a Holiday Journey—May the Peace and Happiness of the Christmas Season, etc.—**1900 New England Local**

T 406

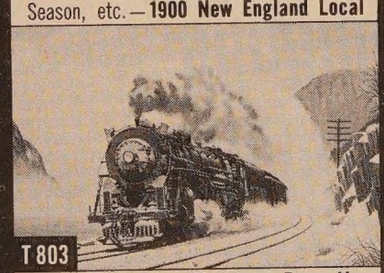
Christmas Eve in the Yards—May the Spirit of Christmas Abide With You, etc.—**Chesapeake & Ohio Kanawha type engine.**

T 408

Donner Pass on Christmas Day—Peace and Good Will at Christmas and all the Year—**Southern Pacific diesel in the Sierras**

T 951

Climbing Kicking Horse Pass — Best Wishes for a Merry Christmas and a Happy New Year—**Canadian Pacific #5934**

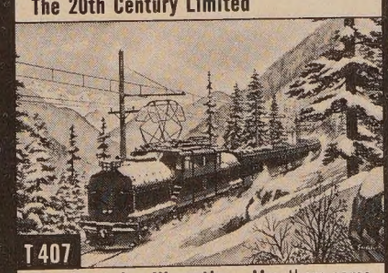


T 803

Green Flags for a Christmas Run—May the meaning of the Season be deeper, etc.—**The 20th Century Limited**

T 953

The Chief Rolls West—Peace and Good Will at Christmas and all the Year—**Santa Fe 2900 Series Victorville**



T 407

The Olympian Hiawatha—May there come to you this holiday time...Health, Happiness, etc.—**Milwaukee Road's GE Electric**

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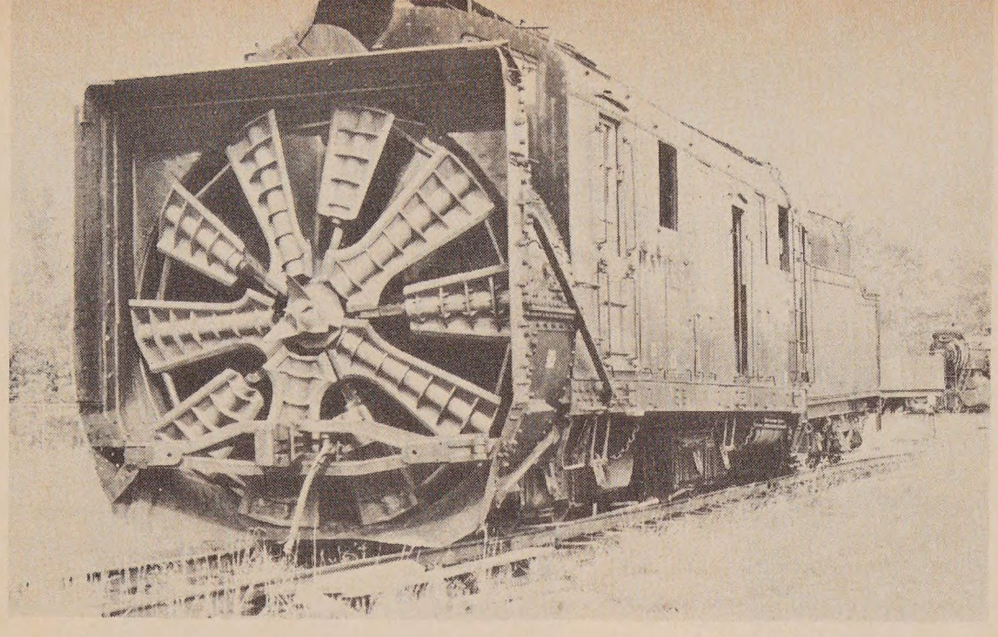


Some Canadian Railway Museum exhibits at Delson, Que.: (*top*) Canadian National steam-powered rotary plow, built by Montreal Locomotive Works in 1926, serial number 67550; (*middle*) Canadian Pacific's first diesel-electric locomotive, vintage of 1926; and (*below*) Maritime 4-6-4 engine No. 5, Canadian National's 4-6-2 type No. 6153, and a Canadian Pacific 4-6-4 Royal Hudson numbered 2850.

Percy Smith, loco. engr., 47 Farmcrest Dr., Agincourt, Ont., Canada

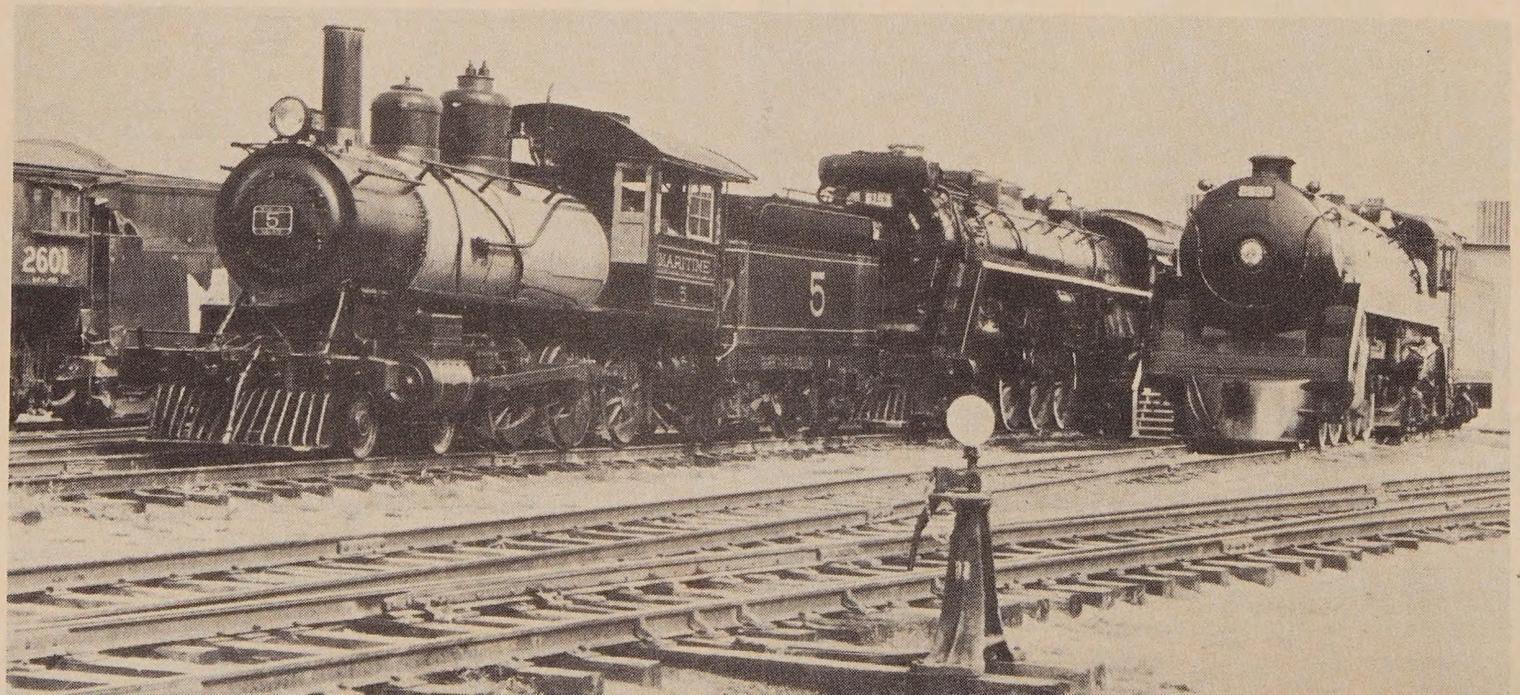
that he failed to notice the approach of an eastbound train, running empty. The latter hit and instantly killed him. A chewed-up camera and a damaged light meter were found at the spot where he was struck.

For a lighter touch, consider the story of a Katy section foreman who found a gandy dancer lying under a tree asleep in working hours. "Keep snoring, Pat," he said. "As long as you're asleep you have a job; but when you wake up, you're fired."

Virgil C. Staff, controversial photographer of railroads, trolleys, and pretty girls, got this note from John Z. Hare, Hollywood, Fla.: "I go for your camera techniques 100 percent. Like yourself, I was a member of Hq. Co. Brigade, SCARWAF. We shared living accommodations at Wolters Air Force Base in Texas."

Mr. Editor, add my name to the list of those who thoroughly enjoyed your personal documentary as *Interesting Railfan* No. 100 (April issue); but why be cagey about your birth year?—Richard L. Hoisington, 6 Park Ave., Derry, N.H. 03038. *(Ed. note*: Bert Pennypacker asked me the same question. I purposely omitted my birth year because—judging from TV commercials, etc.—America is a nation of youth-worshippers. Too many people have the stupid tendency to regard a man as senile merely because he is past middle age. I prefer to be judged on my record, what I am doing now and have done, but not on the basis of calendar years.) ●

RAILROAD influence on the music world is featured in a new exhibit, "Trains in Music: Railroads as Depicted in the Collections of the Music Division," at the Library of Congress in Washington, D.C. American sheet music



as early as 1828 hailed the railroad with songs and piano pieces. James N. Beck's *Fast Line Gallop* (1853) had a full-color cover with a route map of the Pennsy, then prophetically called the Pennsylvania Central Railroad.

Representing 19th-century Europe is the music of Johann Strauss and his sons, Josef and Eduard, many of whose sheet music covers showed trains. American popular music spanning nearly 150 years includes songs about railroads, famous trains, and various railroad occupations. On display is Vernon Dalhart's 1924 recording of *The Wreck of the Old 97* which, like *Casey Jones,* sold several million copies. One of its lines, "She was goin' down hill, makin' ninety miles an hour," could be applied to the present trend of American passenger service. The complete story of "Old 97" fills a chapter in Freeman Hubbard's book, *Railroad Avenue.*

Also exhibited are the golden records commemorating the sale of a million copies of the Glen Miller version of *Chattanooga Choo-Choo* and numerous albums of train songs and sounds, including the library's own long-playing album of railroad ballads in its Archives of Folk Song. The daily display, lasting all summer, is in the Coolidge Auditorium. ●

OVERSEAS. Trial runs at speeds of up to 186 mph have been made by a jet-powered railcar being developed in Russia.

Work, which has started on electrifying German Federal Railway's Black Forest routes from Offenburg to Villingen and from Stuttgart to Renningen and Horb, should be completed by late 1973. At the same time, Greek State Railways should have completed a similar scheme on their Athens-Thessaloniki main line.

The Poona-Miral rail line in India has just been converted from narrow to standard gage.

British Rail and London Transport are to curtail smoking on trains and buses, due to the report on "Smoking and Health Now," issued by the Royal College of Physicians. British Rail proposes to increase to half the minimum proportion of non-smoking accommodations on certain passenger trains. Some inter-city trains now have as much as 60 percent non-smoking cars. On the Underground (London subway) the new proposals will increase the proportion of non-smoking in passenger cars to almost three-quarters.—John Drayton, retired BR engr., Sycamore Rd., Griffithstown, Pontypool, Mon. NPA 5AL, Great Britain.

A railfan tour of Great Britain, from New York, to last about 3 weeks, is tentatively planned for next May, that month being chosen to save on air fare. The suggestion has been made, which we endorse, that an international railfans convention be held in London at the same time so that hobbyists from various countries can get acquainted. We will report developments as they occur. For details contact Tom Taber, P.O. Box 363, Madison, N.J. 07940. ●

Enginemen Heard From

I SEE from your June issue (page 44) that the Chicago & North Western still has dolly runs. I used to be an engineer on those runs; am now in the business of publishing steam locomotive books. Back in the late 1920's and the 1930's, I remember, the road's handling of LCL (less than carload lots) was an important operation. This freight required much sorting and rerouting, for a loaded car arriving at a freight house could hold shipments from many destinations. Trains would pick up LCL for movement to other locations.

The Proviso, Ill., freight house, about 15 miles from Chicago, was probably the world's largest. It had 24 tracks, 700 boxcars capacity, and extended some 800 feet east to west. Dolly cars aided in the distribution to boxcar platforms. Each had four wheels, was about six feet long, and both ends were equipped with couplers so that one motor-driven tractor could handle about 20 dollies, much like a train of cars.

Dollies were set out alongside the boxcars to which their freight was routed. With 12 long platforms under one great roof, you can imagine the activity at Proviso. Merchandise might be sent to either of Chicago's two big freight houses, one on Wood Street, the other on Wells Street. In such cases the dollies themselves were put into huge boxcars, each of which would hold 20 loaded dollies; and maybe 20 carloads of dollies would move by fast train—by steam power in my time—to either of the two houses. These trips were known as dolly runs. We had two of them daily out of Proviso. Both houses also received freight from local truckers; it was placed on dollies and loaded into cars for further handling at Proviso.—Charles T. Knudsen, 3539 N. Lincoln Ave., Chicago, Ill. 60613.

Having acquired a love of railroading from my father, I am a North Western engineer today. I was only about four when he began taking me to the roundhouse at Des Moines, Iowa, to see the steam engines being "bedded down" in their stalls at night. One day in 1938 I journeyed all the way from Ames to Marshalltown just to look at a new E-4 Hudson on the C&NW.

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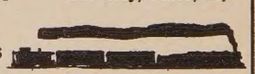

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April 13, 1971: night's magic enwraps Santa Fe train 24, formerly *The Grand Canyon*, at Pasadena, Calif.

Gary G. Allen, 215 E. Palmer Ave., Glendale, Calif. 91205

My dad was happy when I hired out to the C&NW as a railroad machinist in Clinton, Iowa. He was even happier when I went firing and he fairly "busted his buttons" the time I was set up as engineer, May 31, 1969, on the Galena Division. Only poor eyesight kept Dad from being a railroader.

Modern railroading lacks the glamour of oldtime operation, but when I go out on a run it seems to me like a fantrip. I aim to retain this enthusiasm during my entire rail career. To keep occupied while waiting for calls to go to work, I make railfan rubber stamps

William E. Warden, 1216 Shamrock Lane, Waynesboro, Va. 22980

Feb. 20, 1971: Southern Railway freight, southbound, crosses the Shenandoah River at Front Royal, Va.

At least one steam engine tender still runs on the Delaware & Hudson. Lettered as No. 35141 for Signal Dept., the rebuilt tender is a combined bunk car and tool shed with a roofed coal bin, wooden cabin, and even a small coalburning stove.
Photographed at Carbondale by Tony Reznak, Jr., Box 755, Wilkes-Barre, Pa. 18703

with outlines of steam and diesel locos, printing the customer's name and address inside the outline. The types are steam 2-8-0 and diesels F-7 and GP-35, $2.50 each; SD-45 and old Maria steamer, $3 each, payable in advance. As for *Railroad Magazine,* I buy it regularly and enjoy it, including the girl pictures.—Ted Myhre, P.O. Box 158, West Chicago, Ill. 60185.

Canadian Pacific engines were all hand-fired coalburners on the division out of Nelson, B.C., when I began wielding the scoop in 1926, and some were man-killing jobs. One night I was called for a freight extra west on an engine equipped with a convertible cab—one of the 3700's, I think. She was not a free steamer. To make it tougher, the coal gates in her tender were further back than those on conventional engines. Scooping coal into her firebox, therefore, was quite a trick. In those cabs you couldn't stand with one foot poised above the air-control pedal and reach back for a shovel full of coal. You really earned your pay on the 3700's, especially if you were unlucky enough to have a tender-load of slack.

I made only one trip on a convertible-cab engine, but that was one too many. Right afterward I went up to Revelstoke, B.C., where most engines were oil-fired. To fire an oilburner after slugging it out with slack coal was like paradise.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada.

The following item appeared in the *Locomotive Engineers Journal* of February, 1884.

No, my son, that gentleman in the azure clothing and gilt buttons is not a naval officer. He is a gentleman of leisure, of no profession, and without and above occupation. He spends his time on the cars, because he can there best serve his fellows. He is always doing some good. At one moment he is locking the stove door to prevent the fire from going out; at another he is turning down the lights to prevent the passengers from reading and thereby injuring their eyesight, and at the same time, furnishing to all that rich perfume which the partial consumption of kerosene oil always affords; and anon he is playfully mystifying his fellow mortals by calling out the names of stations in language unintelligible and unknown, but his principal and pleasantest labor is to assist young ladies off the cars. It is estimated by statisticians that the average brakeman squeezes the arms of 4,342 young ladies per annum.

Photographed July 23, 1970, by Virgil C. Staff

Did this young lady just barely make it across Market Street, San Francisco, in front of oncoming PCC "Muni" car 1132? Scene, corner of Church Street. You can see the gleaming white-columned United States Mint building in the background.

With the passing of the pay car, a very old tradition died. General good feeling pervaded the atmosphere on pay-car day. The check system is admittedly superior to the old way of hanging round for the pay car; but there is one day less of sunshine in the month, for the pay car was associated with good cheer. Like the woodburners, the diamond stacks, and other features of bygone days, it has been lost in the shuffle of general progress.—James Kelly in *Locomotive Engineer.*

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The Sells-Floto Circus moved by train on an interurban electric line, the Spokan & Inland Empire, 54 years ago.

Collection of C. Wm. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.

Circus Train Is Rolling

ONLY ONE circus today owns railroad cars and travels by rail, that one being Ringling Bros. and Barnum & Bailey, "The Greatest Show on Earth." However, a colorful circus train is operated once a year in Wisconsin from Baraboo to Milwaukee, 118.9 miles. Its most recent run was on June 30th. Baraboo is the town from which the Ringlings first started out on tour long ago. Today it is the home of the Circus World Museum of the State Historical Society.

This year's train consisted of two diesel locos, two stock cars carrying elephants, horses, and other animals, 20 double-length circus flat cars, and five passenger cars, and transported a precious cargo of over 65 authentic circus wagons from Baraboo. The purpose of this trip was to stage a great street parade in Milwaukee on July 4th, courtesy of Jos. Schlitz Brewing Co.

Many years ago, during the summer season, spectacular circus parades could be seen on the main streets of all big American cities and numerous towns. That was in the golden days when numerous "big tops" journeyed by rail and when Ringling-B&B alone operated a 100-car train in four sections and boasted of showing as many as 55 elephants at one time! Oldtimers can remember a circus parade in this country which featured a huge, glittering, noisy bandwagon pulled by 40 horses and driven by one man! The strong-wristed fellow who handled those 20 teams simultaneously had a skill not known anywhere on the globe today.

Even though you missed those famous bygone parades and the impressive one in Milwaukee a few weeks ago, you can still enjoy the real old-style circus flavor, with your kids, by visiting the Baraboo museum any day in the week. Your editor wrote one of his books, *Great Days of the Circus,* after spending an unforgettable afternoon there, studying railroad circus cars and life-size replicas of P.T. Barnum's freaks, and being lifted into the air by a gentle elephant.

Usually the circus trains that rolled into Hornell, N.Y., arrived before sunrise on the Erie Railroad and over the Cass Street switch, recalls Jim Hogan, an Erie retiree of that city. Most of the big shows played in Hornell until shortly after the turn of the century: Barnum & Bailey, Sells-Floto, Hagenbeck & Wallace, Adam Forepaugh, Al G. Barnes, etc. Their cars were deliberately built extra long to take advantage of the fact that railroads charged so much per car for each movement, regardless of total weight.

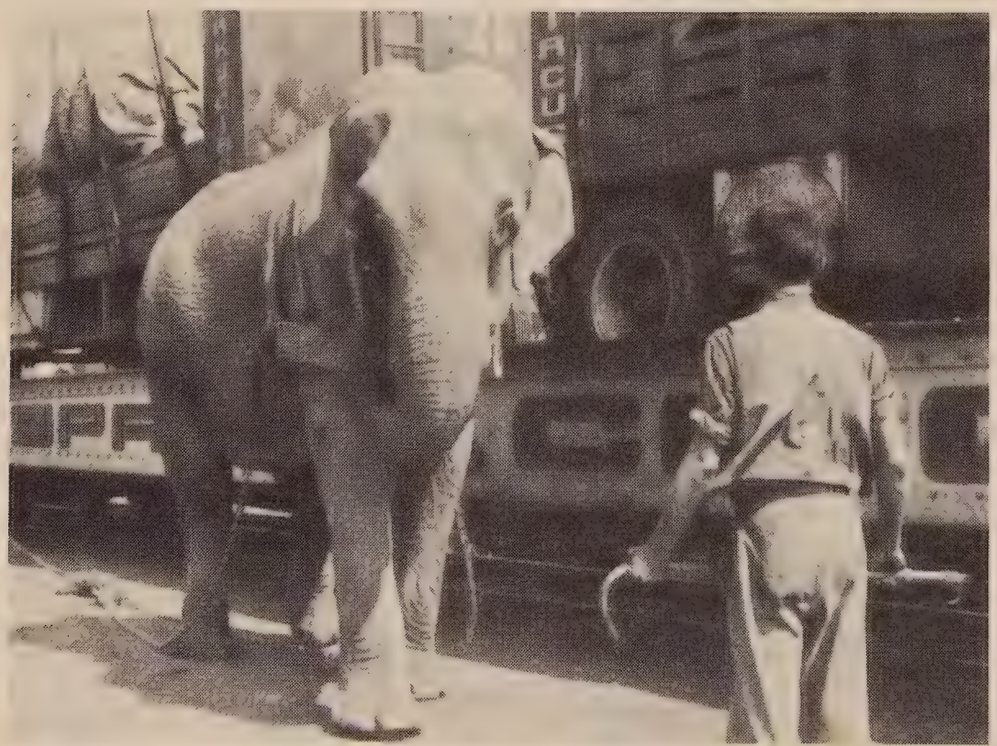
Husky roustabouts unloaded these trains with the aid of elephants. The elephants also used their enormous strength to shuttle the brightly-painted, low-wheeled, heavy wagons across steel runaways from one flat to another and finally, at the end of the last car, down a ramp onto the ground, whereupon monstrous Clydesdale horses wheeled them away to the "lot" at Maple City Park. Of course, "sidewalk superintendents" were on hand to offer advice.

To view this gala event, boys and girls would wake up before dawn and try to beat the next-door kid to the railroad yard. Early birds were available when the show people wanted someone to tote pails of water for the elephants or for other glamorous jobs. After the trek to the circus grounds, the razorbacks, again with help from the patient elephants, pitched the billowing big top—a feature of circusdom which is now past history—then the smaller tents and many booths. It was time now for the personnel—laborers, performers, ticket-takers, and executives—to eat a hearty dinner in a spacious tent. Then came a short rest period and, in due time, the afternoon and evening shows.

Finally, some of the local residents, especially the tired but still-eager kids,

Kenneth S. MacDonald, Marysville, N.B., Canada

Elephant power helps to drag the heavy, brightly-painted wagons off the flatcars of Sparks Circus train, just arrived at Truro, New Brunswick, on July 6, 1947.



swarmed over to the railroad yard again, to watch the long gleaming train being loaded by great flaring oil lights. Around midnight, the caravan of dreams departed from Hornell for the next stand. There the day's exciting program would be repeated. The circus era was fabulous. Today's youngsters lost something irreplaceable when the big top preceded the passenger train into oblivion.

The word circus can be defined in many ways, but our favorite definition is "a show which includes acrobats, clowns, and trained elephants." The Royal American Shows, now making its 51st annual tour of fairs, festivals, and exhibitions in the United States and Canada, is not in that category. Advertised as "The World's Largest Midway Show," the RAS interests us mainly because it owns the biggest privately-owned railroad train on the globe, but the diesel locos which pull it belong to the railroads over which it operates.

Royal American is now on the road with a train of 90 double-length cars, six more than last year. Each car gleams with fresh paint; the 29 sleepers are red and yellow while the 57 flats and four stock cars are silver-hued. An army of 1,200 men and women make this train their home while on tour. Rides, shows, supplies, machine and paint shops, nine generators (enough to light an entire city of 55,000 population), fire safety units, IBM wagons, and acres of canvas tents are stowed in the train. The stock cars are converted Santa Fe baggage cars.

Supervising the show's maintenance and repairs is Charlie Gutermuth, a jovial and solidly-built man who at age 13 ran away from home to join a circus. Royal American has evolved into a mile-long midway, with the world's largest rail show, from a 15-car outfit acquired 50 years ago by the late Carl J. Seldmayr as payment of a bad debt. It is now organized so well that it can be assembled from scratch in about nine hours and dismantled in seven.

Since 1933 the gigantic spread has been headquartered at Tampa, Fla., on North Blvd. adjacent to the Fair Grounds. When construction of a new home for the show was begun in 1969, two lakes were dug to obtain roadbed fill for the three miles of track that had to be laid. Royal American has four tracks—three for switching, the other for working on the new quarters. When Charlie ran into a snag while installing the switches, he visited a major railroad and found the answer to his problem by observing for two days how gandy dancers handled such installations. ●

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Back in the steam era, when traveling circuses were plentiful and each one boasted a canvas big top, all major shows journeyed by rail in the U.S. and Canada and were unloaded on sidings not far from where their tents would be pitched.

PHOTOGRAPHS OF THE MONTH

A line of zeros on a baseball scoreboard indicates a well-pitched game. To Louisville & Nashville train crews, triple zeros on their scoreboards mean "well-played" railroading. These installations are really digital display boards mounted above hotbox detectors. L&N uses many in road service. We see one at Austerliz, Kentucky, and piggyback freight.

Courtesy of L&N Magazine

A few of the 100-plus faces seen at the fiftieth anniversary dinner of the Railway & Locomotive Historical Society in Boston on May 2nd: *(left to right)* Gorton T.H. Wilbur, a resident vice president of the Society; Freeman Hubbard, editor of *Railroad*, and Mrs. David P. Morgan with Dave, editor of *Trains*, all four at the press table; and retiring R&LHS president Charles E. Fisher and his successor, Howard F. Greene, at speakers' rostrum.

Red Arrow No. 21 at Drexel Hill, Pa., last May 15th. It's the only St. Louis-built car on the Sharon Hill line that is painted solid red below the belt rail. But for the destination sign, you might think Virgil Staff made this picture. Actually, the girl was not posed; the photographer doesn't even know her name. Apparently she is waiting to board the trolley.

Harold A. Smith, Box 3068, Grand Central Station, New York, N.Y. 10017

Through the heart of California's Redwood region, Klamath & Hoppow Valley Railroad's 3-truck Heisler No. 10 comes grinding upgrade with a Pacific Locomotive Association excursion train on October 11, 1969. Engine came from Pickering Lumber Corporation.

Robert L. Horgan, 2250 Pelham Pl., Oakland, Calif. 94611.

In Old Mexico

In these 1965 views of the electrified Mexicano Division of the Mexican National Railways, we see a crowd at the Maltrata station (left), about 160 miles east of Mexico City; and, at Esperanza (below), dogs come to trainside to beg food from passengers. We thought it was *U.S.* passenger service that was going to the dogs!

Both photos by Elmer Treloar, 101 California, Highland Park, Mich. 48203

Pacific Great Eastern train of rail diesel cars paused at Lillooet, B.C., in August, 1969.
Karl Zimmerman, 809 Park Ave., River Edge, N.J. 07661

For as long as there have been streetcars, mischievous children have been hitching rides on them—and sometimes getting hurt. San Francisco PCC No. 1142 heads into the west portal of the Dubois Tunnel in Aug. '70 with two free riders.
Virgil C. Staff, P.O. 268, Berkeley, Calif. 94701

Both photographs by Craig Faulkner

Fantrip

North Alabama Railroad Club's 1920 Baldwin consolidation No. 77 crosses the Tennessee River on the swing bridge at Decatur, Alabama, last May 15th (above). Steam trips can't run without water, so train paused at Courtland, Alabama, to refill the tank (left). Graham Claytor's friendly-to-steam Southern Railway permitted the excursion on SR trackage.

Ken Kraemer, 18 Elmwood Park West, Tonawanda, N.Y. 14150

Winter scene at the Penn Central's Frontier Yard, Buffalo, N.Y. Alco cab unit and GM cabless unit team up to shove a cut of cars over the hump for classification, December, 1970. Both locos are former Pennsy.

DIESEL YARD GOATS in the East

by Bert Pennypacker

INASMUCH as so many of us are concerned about ecology today, it may interest you to learn that back in 1925 New York's Board of Aldermen banned the use of coalburning locomotives on Manhattan. The ordinance was aimed at freight terminal and harbor-pier operations of all railroads serving the city. For years prior to that time, passenger trains of the New York Central, New Haven, Long Island, and Pennsylvania had been reaching mid-Manhattan via underground electrified routes. Furthermore, the no-smoke edict arose from the fact that, two years earlier, the manufacturing team of Ingersoll-Rand and Alco and General Electric had built and demonstrated America's first successful diesel-electric switching loco, a 300-horsepower box-cab type with B-B trucks.

But no one seemed eager to buy the new yard goat until October, 1925, when the ordinance spurred Jersey Central to become the first owner and its famous No. 1000 went to work in The Bronx.

Joe Regan, an engineer who once worked out of CNJ's Communipaw engine terminal in Jersey City, explained: "We merely carfloated the new unit across the Hudson and brought it back once a month for inspection and repairs. We had no problems with coal, water, ashes, or smoke. It could be refueled as easily as your family automobile and, when not in use, was just as

easy to shut down and park without hostler surveillance."

For a decade, beginning in 1925, Alco-General Electric-Ingersoll-Rand remained the most prolific diesel loco builder. They sold 122 box-cab switchers, chiefly for New York and Chicago terminal work as well as to several steel mills. Most buyers were so pleased that they never bought another steam switcher. Two exceptions were the Jersey Central and New York Central. In the late 1920's, the former needed some heavy steam 0-8-0's which preceded the development of comparable heavy diesels; while New York Central could not get the required diesels, due to the material shortages during World War II, and had to settle for 25 Alco-built 0-8-0's, which ran on its Pittsburgh & Lake Erie subsidiary as late as 1944.

Who remembers bygone years when the New York Central's "West Side cowboys" sallied forth along Tenth Avenue in New York, the thud of hoofbeats blending with the rattle of model-T Fords and the whine of oil-battery-electric switchers? A city ordinance dating from 1849 created this rare sight: a mounted flagman had to precede all loco movements where the West Side freight line traversed paved streets. The practice lasted until the late 1930's, the diesels being a form of the original Alco-General Electric-Ingersoll-Rand design that received traction power from third rail or batteries which could be recharged from a self-contained diesel engine or third-rail current in electrified areas.

Alco's role in the three-way switcher partnership involved only the supplying of underframes and trucks. Ingersoll-Rand built the diesel power plants while General Electric did everything else, including the car body, electrical work, and assembly at its plant in Erie, Pa. However, by 1931 Alco began fielding its own designs and eventually boasted a catalog offering units of 300, 400, 600, and 900 horsepower. Perhaps its most significant feature was the departure from a box-cab type and the introduction of the hood with a cab located at one end.

By the middle 1930's, Baldwin and Electro Motive also were offering initial designs, but Fairbanks-Morse didn't get under way until 1944. Alco designed its own engines, Baldwin developed the so-called VO from the De LaVergne

Probably the most famous diesel switcher is Jersey Central No. 1000, now retired to B&O Transportation Museum. Built in 1923, it was put to work in the road's Bronx, N.Y., freight terminal and was used until 1957. Its shortness made it suitable for the yard's extremely sharp curves. (Above) At work in the yard. (Left) The late William Mason, Jersey Central engineer, accepts a floral offering from "stenog" Mary McCook in a simple ceremony in 1925 as the loco entered service. Mason went on to operate No. 1000 for many years.

New York Central's class DEs-3 locos were used chiefly on the West Side freight line in New York. Self-contained battery could be recharged from third rail or from diesel-driven dynamo. When line ran in street, horseman was required to precede the train. The last such trip on Tenth Avenue was March 29, 1941.

marine engine, and FM employed its famous opposed-piston design, which emitted a deep-throated roar from inside the tall, thin-line hood.

Electro Motive first used Charles F. Kettering's Winton 201A, and in 1939 it switched to its new 567. Most engines had either six or eight cylinders. Many models used turbochargers to achieve required horsepower with fewer cylinders.

Only EMD stayed away from the turbo, retaining the simple Root blower to force in air and increase compression. This required twelve cylinders in its 1200-hp models, but the simplicity and economy of a two-cycle engine with no turbo paid off handsomely in EMD's market leadership. All builders used electrical equipment from either General Electric or Westinghouse, but only EMD, with the introduction of its 567 engine, began manufacturing its own electric parts and equipment.

Many engine crews greeted with enthusiasm the arrival of new diesel yard goats in a land of steam 0-6-0's and 0-8-0's. They liked the easier working conditions. Irvin "Fritz" Frantz, a short and stockily built Pennsylvania Dutchman who ran locomotives in the Reading's Coatesville, Pa., yards, declared: "Pulling throttles on those old steam hogs all night literally wore out my left arm, but diesels are a joy to handle."

Fritz preferred EMD units because the lower hood and large windows in the forward cab wall improved the visibility in watching for signals while switching cars. Other makes had higher hoods, which obliged him to lean farther out the cab window. This, in inclement or cold weather, was not exactly desirable.

One night, while riding with Fritz, I witnessed a nasty argument between the hogger and the conductor. The engine had tied into a cut of cars to be pushed up the hill switch, a long grade to the Pennsy interchange connection. The conductor swung a highball, but Fritz didn't move. After several more elaborately arcked highball signals had got no results, the conductor angrily climbed into the cab.

"What's the matter up here?" he bellowed. "Are you guys asleep and didn't you see my signals?"

"Yeah, we saw 'em," Fritz replied bluntly, "but you don't have the air coupled and I'm not going up that hill with only the engine brakes."

Well, tempers rose and "the brains" (as conductors were called) declared himself boss of the crew, including the engineer. Fritz retorted that he was the

boss of the engine, and just to prove it, he'd throw the intruder off. Meanwhile, the two brakemen had been busy coupling all the air hoses and upon their completing this work the argument ended as suddenly as it had begun.

Generally speaking, 600- to 800-hp. yard growlers replaced 0-6-0 steamers while the 1000-1200-hp. variety could replace either steam 0-8-0's or 2-8-0's in most types of freight work. In all cases, the diesel enjoyed a considerable edge in tractive power, with up to 36 percent adhesion on dry sanded rails and a constant torque drive. Having B-B trucks, the diesel yard goat also had stability and riding qualities impossible in steam goats; so most diesels could run from 60 to 65 miles per hour if and when desired.

Rare, indeed, did diesel replacements fail to equal or exceed the performance of the steam power they usurped, but I know of at least two such cases. In 1947-'50 the Pennsy acquired 46 small GE center-cab goats of 380-hp. to replace a similar number of A5s steam 0-4-0's. The GE 44-tonners had 8000 pounds less tractive effort and their horsepower was probably less than 0-4-0's, but the railroad probably wanted to try the diesels because their lighter weight eliminated the need for a fireman.

Well, the experiment in many cases failed, and 660-hp. Baldwins had to be substituted, as the GE's were reassigned to work trains. And in Reading's Coatesville Yard, the 600-hp. EMD's that replaced 0-6-0 steamers began to turn up with burned-out traction motors. The answer here lay in pulling heavily loaded cars of steel around the Lukens plant, so 1000-hp. Baldwins were sent in and had no difficulty.

Boston & Maine S-3 1184 moves cars towards switch at Springfield, Mass.

Many of us are familiar with the solid chant of the famed EMD 567 series engine, but how about that unmistakable thump and chatter of Baldwins? It seemed to me that Pennsy hoggers liked to lay a heavy hand on the throttle and, even with a switcher, seemed bent upon making top speed. With the noisy Baldwins, you'd really hear them unleashing all the horses under the hood as they wheeled local freight down the main from Frankford Junction Yard in Philadelphia. In speed capability, diesel yard goats ranged from 40 to 60 miles per hour, with most pegged at the latter figure. Sometimes they handled local passenger trains.

Back in 1947, the old Maryland & Pennsylvania put a brand new EMD 1000-hp. switcher at the head end of a National Railway Historical Society fantrip train out of Baltimore, much to the dismay of fans who had been expecting a 2-8-0 steamer. NRHS officials who were running the trip made a beeline for the "Ma & Pa" office and demanded that they be given the steamer.

"We are sorry," the general manager said firmly, "but over our line to York it goes with the diesel or not at all."

Well, they had sold 800 tickets and had come all the way from Philadelphia via Pennsy, so the disappointed NRHS buffs had no choice but to accept the growler.

My article about steam switchers (March '71) discussed the roundhouse goat that moved dead engines around. Jersey Central's smallest steamer for many years was the 840, a vest-pocket-sized 0-4-0T that served the huge Communipaw Terminal. With her demise, a diesel successor of similar smallness arrived on the scene. As No. 1001, acquired in 1952, it was a former Army four-wheeler built by Davenport eleven years before and powered by a 275-hp. Cooper-Bessemer engine.

Speaking of the CNJ, I recall an incident that happened several years ago in the Allentown Yard where an EMD goat made mincemeat of the caboose track. It shoved a crummy into the track and then backed out, going after a cut of cars. For a reason unknown, the brakeman failed to close the switch on the caboose siding; so the returning

Pennsy SW-9's 9137 and 9128 at work in Huntingdon, Pa., yard in July '68.
Photos on this page by Gregory A. Cox, 7 Bullard Ave., Holyoke, Mass. 01040

EMD goat ran into the track and smashed up four cabooses in rapid order. One landed atop another. Two were old wooden types which caught fire and burned. The EMD unit suffered little damage and backed off.

During the steam years, Lehigh Valley's huge Santa Fe types, doubleheading and pushing, handled weighty iron-ore drags from the Pennsy connection at Mt. Carmel Junction, moving them over Delano Mountain and down to the main line at Packerton Yard at Lehighton. When diesels came, the LV shunned road units for this run and often hooked up four EMD 800-hp. switchers with maybe two pushers.

The sheer power of a switcher is tremendous. To illustrate this point, the following incident occurred a few years ago on a large eastern road. One dark night a Baldwin 1000-hp. unit was switching a long string of cars in a yard. Some track rebuilding was in progress; rails had been severed and removed at the western end. Not knowing this, a yard brakeman lined up the eastern switch to one of these tracks and swung a graceful hand-lamp signal to push the cars in.

"The cut of cars suddenly became more difficult to push and my engine almost stalled," recalls the hogger. "But I got another proceed signal from the brakeman, so I opened her up, used sand, and she literally shouldered her way forward at full throttle like a football quarterback hitting a solid line formation. Then I got a frantic washout signal, and soon I learned why. We'd been pushing cars right off the end of the severed track! Six of them stood journal-box deep in gouged-out furrows they had plowed in the ground as I had kept shoving them ahead."

And here is another instance when yard growlers did heavy road freight work. The Pennsy, during a motive power shortage, coupled together two-unit sets of EMD 1200-hp. goats and

Massive trucks and underframe characterise General Electric 110-ton diesel switcher. No. 8 works for its builder at Pittsfield, Mass., plant.

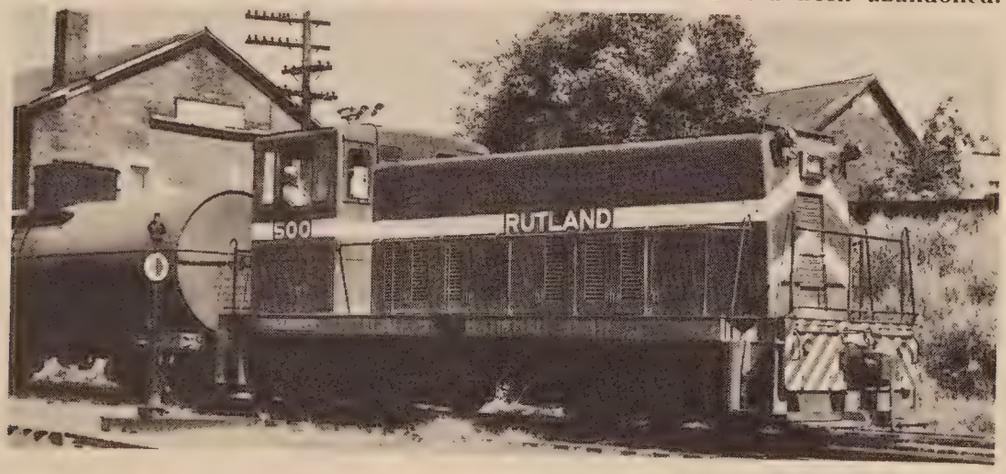
Photographed Dec. 31, 1970, by Jack Armstrong, 197 N. Summer St., Adams, Mass.

hooked them to 80-car coal drags on the run of symbol freight AS2 from Altoona to Southport (Elmira, N.Y.). Interestingly, their combined tractive effort equaled that of any two big road units, besides matching the t.e. capacity of a mammoth steam articulated like a Southern Pacific cab-forward 4-8-8-2. But horsepower, the vital ingredient required for acceleration and speed, was woefully lacking. Train AS2 eased out of Altoona with little effort on a gently descending grade, but most of its run proceeded at a lethargic crawl as she dragged over the Bald Eagle branch to Lock Haven and then up the old Northern Central line.

Emulating its steam counterpart, the

Westbound freight pulls out of Canadian Pacific's big new Toronto freight yard.

Here are two examples of the General Electric 70-ton, 600-hp. diesel switcher. (Above) Baltimore & Annapolis No. 50. (Below) Rutland class DES-2 No. 500 was sold to the Clarendon & Pittsford after the Rutland had been abandoned.



these makes in yard work, even though the big road types may be long gone.

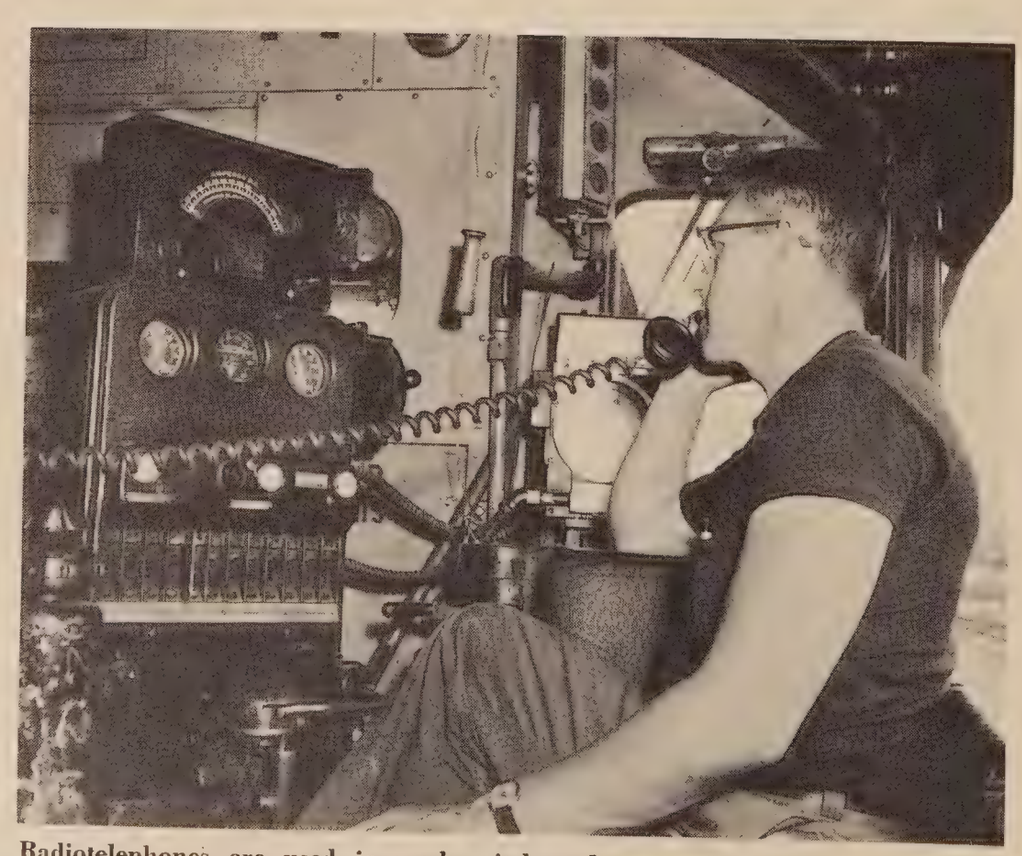
Baldwin's switcher sales represented the lion's share of its total diesel production, the 1000-hp. unit being the most popular alltime design with 1052 sold. The Reading, a Baldwin user for 140 years, has one such unit left on its roster: No. 716, a 1000-hp. goat utilized as the Reading Shops engine. Lima's short life as a diesel builder saw its switchers going only to a handful of nearby roads such as the Baltimore & Ohio, Nickel Plate, Erie, Wabash, New York Central, and New Haven as well as some industries.

Few switchers have been built in America in recent years. With Alco's demise in 1970, EMD remains the only builder with a catalog line. Of course, GE has produced a great variety of yard power through the years, most of it in lightweight categories.

In this day and age, it hardly seems possible that any of the very early yard-goat models remain, but perhaps a handful can be found in odd places. I do know that the very first, Jersey Central's famous 1000, is preserved in the B&O Transportation Museum in Baltimore.

diesel yard goat has essentially been an economy unit, very few having fancy gimmicks such as roller-bearings or MU hookup. EMD's latest offering, the SW-1500, boasts as much power as first-generation road units like the F7. It can even be had with road type Flexicoil trucks for interchangeable work. "Cow and calf" hookups, wherein a cabless unit is controlled by a cab unit, never caught on strongly. Due to limited mileage and generally less usage than road power, the yard goat enjoys at least twice the longevity of its big road sisters.

Although their road locos did not seem to please motive power officials, Baldwin and FM switchers were highly regarded and were quite dependable. Thus today we can still see some of



Radiotelephones are used in yard switchers by several railways to speed up operations. Switch engine crews can talk directly to yardmasters this way.

Illustrated by Seaward Tuthill

My BOXCAR Days

by Ardeen Goodall Folsom

Portrait of the author as she appears today, and glimpse of her early home.

MY BUNK in the old boxcar rocked back and forth and I heard a deafening roar outside. Then a powerful jerk on the whole car threatened to send my bed crashing against the opposite wooden wall. A grating sound came from beyond the kitchen.

Bounding out of bed, my mother placed our sloshing pail of drinking water into the sink. It was the middle of the night and we were being moved. My three brothers were probably awake in their own bedroom. My sister, Elaine, lay quietly on the bunk below me, probably staring into space. I could hear the contents of our chemical toilet churning, but there was no cry of alarm. After all, we were a boxcar family on the Bangor & Aroostook Railroad, and being hauled onto another track by moonlight or starlight was a routine event.

Very soon the ride ended. We listened as the men put blocks of wood back against the wheels. Someone banged on our kitchen door and yelled, "Everything okay in there?" My father answered that it was. Then the man outside laughed and said: "Sorry, we forgot to bring along your steps, but someone has gone back to get them. Good night, now!" My father called out, "Good night!"

Even before I first appeared on earth, my family's life was part of the BAR, which runs through Maine. Our town itself was built around the railroad yard. At one time the high school building had been a railroad inn. When my father, Perley C. Goodall, was quite young he hired out to the Bangor & Aroostook. Later he married a school teacher, moved into a house beside the tracks, and began to raise a family, three boys and two girls. I am the youngest. Often the smoke and soot from steam engines chugging by settled upon my mother's wash, freshly hung on a clothes-line. But being kids of the rail, her children accepted towels smelling like coal as a normal part of existence.

My father operated a bulldozer, making beds for tracks, cleaning up track washouts, building roads into the wilderness, cleaning up clay beds, etc., which sent him all over northern Maine. He spent the rugged winters on a snowplow in front of a smoke-spouting locomotive or, later, a humming diesel engine. The plow took him from us for only a few days at a time, but when summer came the bulldozing kept him away longer. So he built a trailer and transported it to each job location so as to keep his family with him.

By the time I was born, the BAR had supplied a boxcar for us to live in. The outside, painted the usual wine color, looked like an ordinary freight car except that it had people-sized doors and windows. About a third of the large interior was curtained off for our bunk beds. Eventually, two bedrooms were partitioned off, one at each end of the car. My parents slept in one end of the kitchen. This discouraged late-night prowling by either the girls or boys. But who would want to stroll around when a midnight freight might soon be whizzing by on the next track?

We had to carry in our water supply daily, and at night we played games or read by often-smoky and ill-smelling kerosene lamps. Later, the car was wired for electricity. We had to heat water on the stove for doing dishes, washing muddy or sticky faces and hands and my father's greasy hands, and for cleaning our boxcar home, and for discreetly naked sponge baths whenever we couldn't go back to Oakfield for the week-end. Sometimes the ladies of a circus on tour never had a chance to bathe, except out of buckets, for the entire season. Our life was never that drastic.

My father emptied our chemical toilet regularly. Often he forgot until mealtime and then would lug it through the kitchen as my mother was cooking supper. Occasionally he'd stop and invite us to help him, but whenever he did, Mom scooted him out of the door with scant ceremony.

We had two long, hard, wooden benches for sitting at the kitchen table. Both were too low for my sister and myself, so we plunked our little behinds on the cold green icebox. Inside, the box was occupied by a large chunk of ice with sawdust still clinging to it. A wooden grate set upon the ice held our milk, butter. and other perishables.

Sleep came hard for me in those days. A window with a wooden door between our bedroom and the kitchen was usually left open. I found it easy to convince Elaine that the bottom bunk was safest, and I lay on the top bunk. My head was in line with the window so that I could watch my brothers and parents as they read, put jigsaw puzzles together, or played games. When they began blowing out the lamps, it was my cue to ask for a drink of water. I would accept it sleepily, rubbing my eyes with a closed fist.

Often I accompanied my father or a brother when the ice tongs or water pails were carried in the direction of the icehouse and pump or mountain stream. Climbing inside the icehouse, I would feel my sandals sink slowly into the water-soaked, sawdust-covered floor. At the pump or mountain stream I helped to hold the large milk can or a water pail and imagined this chore couldn't have been done without me.

Very few toys were taken on those boxcar trips. We kids used the inevitable dolls and miniature trucks mostly on rainy days. Puzzles and games kept in the cupboard were often indulged in by the whole family; and there was a radio for the news, music, and soap operas. But usually our daily hours were devoted to exploring the area around the boxcar, making friends with children who lived nearby, and inventing our own little world along the railroad tracks.

I often engaged in a battle-royal with mother. My three brothers, Floyd, Carroll, and Merrill, climbed trees, water towers, boxcars, and mountains and often went off by themselves into the woods or into town. Elaine and I had to be content with playing house on the empty bulldozer flatcar, going sedately to visit neighbors with mother, picking blueberries or blackberries with her, and learning how to be proper young ladies. But I wasn't satisfied. I followed my brother Merrill around as much as I could, eager to do the things he did. I even wanted to drive the big yellow bulldozer. When my father taught the boys to handle it I waited around for my turn also. But although I had many rides on that huge machine and displayed much interest in its controls, he never taught me to drive it. Mom must have objected.

Through the years of summers our boxcar showed up in many places. Once we were on the northern border of Maine with only a small meadow and the silvery slowly-moving Saint John River between us and Canada. Another time we lived in the middle of the large railroad yard in Bangor, surrounded by somnolent freight cars and speeding passenger trains.

One of my favorite towns was Searsport, where the tracks were only a stone's throw from the Atlantic Ocean. There, on the shore, we found a rotting cargo boat. Ascending the fairly stable gangplanks, Merrill found a hole in the deck floor. Of course, when mother heard of this danger she denied me the thrill of going on board. My own philosophy was that what she didn't know wouldn't bother her. So I did not readily forgive my brother for telling her about the hole. I had to be content with sitting beside the shore and imagining stories of brave adventures on the high seas when the boat had been seaworthy.

But Merrill atoned for that lapse by finding an old, broken handcar, the kind you operate with muscular effort. He performed some kind of magic and we put it on the track. Then he rode it proudly down to the switch and got off. I ran down there and helped him to turn it around, and he rode it back again. He showed me how to handle the darned thing and we both enjoyed several rides. But when I fell through the improvised seat, landing on a tie and bumping my rear end, the magic vanished and the car ceased to work.

We returned home on week-ends, to wash clothes, bake goodies, attend church, and catch up on the town gossip. Often on a week-end we'd see our boxcar home pass through town in the middle of a freight train, on its way to Dad's next job. Come Sunday afternoon, we packed the clean clothes, food, and ourselves into the Chevy and went to the new location.

Once, when my father's next job was located only a few miles away, we were allowed to stay in the boxcar for the ride. Mother cautioned us to get on our bunks, so that a sudden lurch wouldn't land us painfully onto the floor or against the wall. Elaine and I sat on a top bunk beside a window and watched the fleeting trees, houses, and roads. We had often ridden in passenger coaches, but traveling in our own home and seeing the scenery from our own screened windows was an experience never to be forgotten.

One night we lost our boxcar. In Millinocket, Dad took us to a movie at the theatre. About halfway through the film, rain began. The thunder became so deafening we could not hear the audio portion of the show. People were leaving the theater and my father decided we should go too. Outside, the rain fell so heavily that it was difficult to see our car parked at the curb. Water ran down the sloping street and sidewalks with the swiftness of a river. I was only four then, so my father lifted me to his shoulders and the rest of the family sprinted to the Chevy. Dad drove slowly back to the railroad tracks and parked in front of where we had left the boxcar. But when we looked past the windshield wipers, it was gone! Father waited until the rain let up. Then he and my brothers set out into the wet world of tracks to look for our home on wheels. Returning much later, they reported that our car was at the other end of the railroad yard.

Boxcar life was fun and much more to our liking than school days. But time has a way of changing things. As years passed, the number of children at home dwindled to four, then three, and then two teen-aged girls. Two of my brothers

joined the Air Force, one the Army. Then the Bangor & Aroostook supplied my father with a new boxcar and a new bulldozer. The former was painted two-toned green and had a gas heater, a gas stove, and a gas refrigerator. No more green icebox to cool my backside. There were only two rooms and everything smelled of new wood and fresh paint.

The editor of the Bangor & Aroostook magazine, *Maine Line*, wanted to publish an article about my father; but Daddy was a plain man, a bit shy, and didn't want the publicity.

Born on a small farm, he had to quit school at an early age to help run the farm after his father died. He became a jack of all trades, did carpentering, electric wiring, and I don't know how many other jobs. I grew up believing that he could do just about everything.

Because of my father, I have always loved railroad life. As a little child I wanted time to stand still so that I could have a relatively carefree existence with him in the boxcar forever and ever.

As teen-agers we no longer played house on the empty flatcar and we found it harder to make friends in the quiet towns. Boxcar life was no longer as much fun. Unsure of our blossoming feminine charms, Elaine and I were embarrassed by the trackmen's attentions. I wished then that I didn't have to grow up, wanting to remain Daddy's girl and at ease with his railroad associates.

But the years did pass. I went to college in another state, visited Europe, and taught school. My brothers and sisters married, and Dad retired from the railroad a few years before he died. Mom is now carrying on alone in the house that used to be our base for school and laundry, and I got married.

Now I am living in California on the opposite side of the country. Late at night, as I lie snugged in bed beside my sleeping husband, I hear the rumble of freight and passenger trains, but mostly freights, rolling almost endlessly on the overpass about five blocks from our Sacramento apartment. Memories stir within me, loves and desires that only railroad people can experience. Boxcar days come trooping back into my mind and I re-live my childhood.

"Unsure of our blossoming feminine charms, Elaine and I were embarrassed by the track workers' attentions."

At length the monotonous click of wheels on passing trains lulls me to sleep, maybe to dream of climbing water towers, playing on a hand-car, bathing out of a basin, or riding on a big, yellow, railroad bulldozer on the Bangor & Aroostook, back in the days when all the world was young. ●

Snowmobile Trespassing on Bangor & Aroostook Track

Trespassers on rails have always caused problems, often for themselves as well as the railways. Snow-scooters are the latest nuisance. They are fine for rugged terrain, but irresponsible drivers sometimes use rail rights-of-way as short-cuts, as seen here on the Bangor & Aroostook. This could have lethal results, for snow often muffles the sound of an approaching train.

Maine Line Magazine, Bangor & Aroostook

PASSENGER TRAIN SURVEY

Night scene at Dickinson, N.D., August 6, 1970: the *North Coast Limited*, still completely in Northern Pacific two-tone green livery, pauses in its eastbound journey. The two B-unit locomotives display the railway name across their grilles.
David B. Hanna, 21 Echenay, Lorraine, Quebec, Canada

YOU MAY RECALL that Richard M. Nixon's speech accepting the Republican presidential nomination in 1968 referred to himself as a child hearing a train go by at night and dreaming of far-away places where he'd hike to travel. More recently, however, the President severely restricted the rail route system first proposed by the Department of Transportation. Thus the project now known as Amtrak began suffering in its early stages from high-level lack of enthusiasm.

It is hard to believe that the United States nearly has the distinction of being the only country in the civilized world which has no passenger trains crossing its borders; but there are a few left, maybe one or two.

A study of timetables set up by Amtrak reveals that this body has not only sharply cut the total number of trains but also has reduced the speed and in some cases has inconveniently timed them. We wonder just how it aims to attract patronage. Presumably it is emphasizing lowest-cost operation at the expense of passenger comfort and convenience. Will the future prove this policy is self-defeating? John Gilhooley, a member of Amtrak's board, doesn't think so. He predicts, "Within the next ten years American rail service will become the standard of the world."

"Speed, *per se*, is not a requirement for most passenger trains," comments Tom Taber, Madison, N.J., who has been battling for years to preserve rail passenger service, especially in his home state. "All we need are the schedules in effect 20 years ago, plus a sufficient number of trains per day to give the public some choice of arrival and departure times. Perhaps due to its lack of experience, Amtrak overlooks the travelers who don't want to ride the 900 or so miles between New York and Chicago. When the Erie Lackawanna ran the popular *Phoebe Snow* most of its traffic was to, from, and between the smaller communities it stopped at en route. Amtrak ignores these people who supply much of the revenue needed to make a train self-supporting."

The first state to revive a passenger-train line dropped by Amtrak is Massachusetts, whose Governor Francis W. Sargent signed a bill committing the state to $175,000 to reinstate the trains between Boston, New York, and Washington via Worcester and Springfield. This service was restored May 17th. Under the Federal law creating the National Railroad Passenger Corp. (Amtrak), a state may resume passenger service by agreeing to pay two-thirds of any deficit it incurs over a two-year period. *Railroad Magazine* and the National Association of Railroad Passengers congratulate the Commonwealth of Massachusetts on this action and urge people to ride the new trains.

But another governor, William G. Milliken, was notified that the proposed Detroit-Toledo passenger train originally approved by Amtrak has been cancelled because its scheduled service failed to meet Amtrak standards. It would have taken 115 minutes to cover 35 miles. The only rail passenger route now operated by Amtrak in Michigan is a Detroit-Chicago run.

Twenty passengers on an Amtrak train to Chicago were forced off in Buffalo and put on buses for the rest of their trip. The train originated in New York and was halted in Buffalo as part of the nationwide strike of railroad signalmen.

A fully computerized ticketing system for Amtrak is proposed by Ticketron, Inc., the Control Data Corp. affiliate which created the successful ticketing system now in use by Penn Central's *Metroliner*. This firm is the only one in our country already engaged in computerized railroad passenger ticketing.

Amtrak refuses to honor any free passes except those of employes engaged in operating Amtrak trains. This policy is causing resentment and strike threats by railroad men all over the country.

Greyhound Bus Lines announced an agreement with Amtrak whereby rail tickets will be honored by Greyhound between any two points served by the two companies.

It's Amtrak or Nothing

Critics of Amtrak must face the hard fact that it was created as a last desperate measure to halt the complete dissolution of intercity rail passenger service in this country. For that reason, NARP helped to bring it about. If

Another vanishing American is the gas-electric rail car. Northern Pacific B-23 was photographed at South Tacoma, Wash., in 1955 on the Seattle-Hoquiam local. W. Wilkinson, 4423 N. 11th St., Tacoma 6, Wash.

Amtrak should fail, we could expect an even worse massacre of passenger trains than occurred last May Day. "It's Amtrak or nothing," Tom Shedd, editor of *Modern Railroads,* says grimly, and he explains:

The fine luxury trains of the past typified a time and a mode of living that, in contrast with the frantic turmoil of today, seem to have been serene and unhurried. They also symbolized the greatness of the railroad industry. We feel fortunate indeed to have had the chance to travel on some of these great trains of the past.

But we must leave the nostalgia and the regrets to the railfans and the newspaper columnists; our main concern is for today and tomorrow. We now have a new ball game. The 180-odd trains now running are *Amtrak* trains, not Penn Central or Santa Fe or Burlingon Northern trains. The railroads are operating these trains, under contract, for the National Railroad Passenger Corporation.

We believe that this nation *needs* a basic network of *modern* intercity rail passenger trains. To provide such a network is the idea behind Amtrak. Leaving aside the question of whether it can ever be a profitable operation, there are several positive points to be made about Amtrak.

For one, it is an integrated, nationwide network. For the first time, schedules can easily be coordinated, cars utilized anywhere in the system. Eventually it should also be possible to centralize maintenance. Also, Amtrak can experiment with fare and service innovations, without the dead hand of regulatory restraints. If it thinks a new route or train might have good potential, it can simply try it out; if the idea doesn't work it can simply be dropped. (A marvelously simple idea; it's a wonder someone hasn't thought of it before.)

But Amtrak also starts out with some severe handicaps. The big one is simply lack of money. Although a quasi-Governmental corporation, Amtrak will receive only $40 million in direct Government help. That's less than we spend on highways in *one day!* And the total resources available to Amtrak will be only about $340 million. No wonder David W. Kendall, chairman of the Amtrak incorporators, warns that "the losses anticipated in the first several years may well exceed the financial resources of the company."

Passenger train buffs, along with assorted Congressmen, governors, and local politicians, are understandably unhappy about many of the announced Amtrak routes and schedules . . . We suspect that one of the reasons for making the basic network so skimpy was that once this network was established it couldn't be reduced except through ICC procedures. On the other hand, Amtrak can put on *additional* routes and trains and remove them at will during a two-year period. Also, state or regional groups can have any added service they want, so long as they pay Amtrak for two-thirds of the losses of such service.

Other vaild criticisms of Amtrak are being made. But the cold reality is that the alternative to Amtrak is no intercity passenger trains at all.

You Can't Go Home Again

American novelist Thomas Wolfe had a love affair with passenger trains, which he often mentioned in his books. Here is an excerpt from *You Can't Go Home Again,* published in 1938, when such trains were enjoying their bright Indian summer:

All through the ghostly stillness of the land, the train made on forever its tremendous noise, fused of a thousand sounds, and they called back to him forgotten memories: old songs, old faces, old memories, and all strange, wordless and unspoken things men know and live and feel and never find a language for—the legend of dark time, the sad brevity of their days, the unknowable but haunting miracle of life itself.

He heard again, as he had heard throughout his childhood, the pounding wheel, the tolling bell, the whistle wail, and he remembered how these sounds, coming to him from the river's edge in the little town of his boyhood, had always evoked for him their tongueless prophecy of wild and secret joy, their glorious promises of new lands, morning and a shining city. But now the lonely cry of the great train was speaking to him with an equal strangeness of return. For he was going home again.

Seaboard Coast Line northbound *Silver Star,* Clearwater, Fla., April 25, 1971. William T. Morgan, P.O. Box 6863, Fort Myers, Fla. 33902

There's a certain irony today in that title, *You Can't Go Home Again.* If you live in any one of the hundreds of communities that Amtrak has wiped off the rail passenger map, you literally can't go home again—by train. Wolfe's own home was in Asheville, N.C. Only the Southern Railway's refusal to join Amtrak saved Asheville's service.

He Likes Trains, but—

The James Somnitz family of Parma, Ohio, didn't ride an Amtrak train to Philadelphia, Pa., the other day; and Dick Feagler, writing in *The Cleveland Press,* tell why:

There are six Somnitzes of varying sizes. Mr. S. telephoned Penn Central and asked about the family plan.

"The lady said it would cost us $380 round trip," he reported to me. "That doesn't count meals for six. First we had to go to New York and that takes 12 hours. Then we had a layover, the lady wouldn't say for how long. Then another hour and a half to Philly.

"I called an airline and found out that the same trip on the family plan would cost $306 round trip. The travel time would be one hour and 5 minutes. Now, I like trains. I used to ride them in the service and even then I liked them. And my kids have never been on a train. I thought it would be nice for them. But I'm flying."

If James Somnitz wanted to fly alone to New York it would cost him $39 and take 57 minutes. If he wanted to go by Greyhound, it would cost $24.85 and take between 9 and 12 hours. But if Mr. Somnitz elected to go by Amtrak—elected to sit in a coach for 12 hours—the journey would cost him $33. Besides the cost of meals.

There probably isn't much the railroad can do about the fare. A Greyhound bus has a crew of one. A 727 flying between Cleveland and LaGuardia has a crew of six. Amtrak train No. 69 carries a platoon: engineer, firemen, conductor, trainmen, stewards, cook and porters. They are paid and some are tipped for their services.

A railroad cannot compete with the speed of a plane nor the fare of a bus. But it can provide something planes and busses cannot. It can provide elegance. Luxury. Class.

News from Canada

Canadian National is backing up its faith in passenger trains by planning to spend about $8.5 million on its passenger-car fleet during the next two years, with emphasis on heavy shopping or accelerated maintenance at terminal coach yards of more than 1,000 cars. Besides the overhauling, CN has embarked on a service improvement program that includes better training of personnel, more thorough car cleaning, and on-time performance.

N. J. MacMillan, President of CN, told the Commons Transport Committee in Ottawa the other day that trains provide the most economical and efficient way to move people over short distances, but that Canada has too many level crossings for high-speed trains to operate effectively.

Commenting on the National Transportation Act with regard to the discontinuance of trains, the *Super-Continental* in particular, CN Vice President K. E. Hunt says: "One of its weaknesses, in my opinion, is that we cannot apply directly for a subsidy on a line which is unprofitable to us but which should be continued as a public service. All we can do under the present legislation is apply for the abandonment of such services. It is then up to the Canadian Transport Commission to decide if the service shall end or continue under a subsidy.

"This procedure can lead to the erroneous impression that the railways want to go in for passenger service abandonments on a very large scale. Unfortunately, it has already given that impression in some quarters. This is certainly not so as regards CN. And because it isn't, we willingly accept the recent CTC decision for us to continue to operate the *Super-Continental* under a subsidy of up to 80 percent of our losses. It seems that we are going to do this—and CP Rail will retain the *Canadian*—for some time yet."

On June 1st Canadian National introduced new-style meal service for passengers using its Montreal-Ottawa trains. The equipment for the service was converted at an estimated cost of more than a quarter of a million dollars. It consists of three buffet-lounge cars designed to provide sit-down or take-out meal service for coach passengers and three club-galley cars which enable club-car passengers to be served at their seats in airline fashion. The three buffet lounge cars were converted at Winnipeg's Transcona Shops, while Montreal's Point St. Charles Shops handled the work on the three club galley cars.

Conventional dining-car service on the Montreal-Ottawa run was removed February 1st. It was losing approximately $300,000 a year, and demonstrated that a conventional dining car "is extremely unprofitable, especially on short runs," said Alexander Olynyk, general manager, passenger sales and services.

Such a run requires a service system that allows the company to produce meals of the same quality as those on regular dining cars, but at a substantially lower cost. That system has been used successfully on the Montreal-Toronto *Turbos* and the *Tempo* trains in Ontario.

Pre-cooked meals are prepared in terminal kitchens, then transferred to refrigerated storage facilities aboard the train. Meals are brought to serving temperature in portable electric ovens on the cars. This is the meal service Montreal-Ottawa club car passengers now receive. Each chair aboard the new cars have a pull-down tray. Meals and and refreshments are provided to the passengers at their seats.

Everyone interested in preserving rail passenger service in Canada should have a copy of the new book, *Right of Way, or Passenger Trains for Canada's Future,* available for $1 from STOP, P.O. Box 4399, Station E, Ottawa, Ont., Canada.

David B. Hanna, 21 Echenay, Lorraine, Quebec, Canada

Canadian Pacific train 41, the *Atlantic Limited*, coasting down the slope towards Windsor Station, Montreal, December 26, 1969. Train comprises container car, baggage, two coaches, dome car, four stainless-steel cars, plastered with snow.

Passenger service on the now freight-only Belfast & Moosehead Lake RR. was friendly and courteous. Conductor Pat Shaw helped an attractive passenger to board a wooden coach about 20 years ago.

INTERESTING RAILFANS NO. 105

DONALD S. ROBINSON

by FREEMAN HUBBARD

Don Robinson at work; photo by Merle Burnap

FOR FIVE HOURS or so daily, beginning a few minutes after 4 p.m., the job of handling levers in the sky parlor of a Springfield, Mass., tower on the New Haven side of the tracks was "hell on wheels," recalls Robert J. Johnston, who worked the second trick there 16 years ago. Continuous pressure of duty left him precious litle time to grab a bit of food. From his bench Bob could see the ground and tracks below. One moonlit evening he was busy as usual manipulating the levers while his half-eaten lunch lay on the bench. Glancing down, he saw two signal maintainers talking to a third man.

Soon the third man left the others, climbed the stairs, waited quietly for a moment and then said: "Just call the numbers, Bob. I'll take the levers while you eat."

That man is Donald S. Robinson, variously known as Don and "Robbie." Mr. Johnston describes him as "one of the few people I know who completes what he starts."

Today, Don is a Boston & Maine train dispatcher at Greenfield, Mass., and a railroad hobbyist. He is also a "joiner." I used to think that Art Knowles, formerly of the *Railroad Magazine* staff, set a record by belonging to 16 different organizations, mostly railfan clubs; but Don Robinson can run circles around him. Besides being a member of 15 rail hobby groups, including some in the model field, Don is affiliated with numerous Masonic organizations, an American Legion post, a camera club, and the International Orders of Old Bastards and of Turtles, whatever they are.

Actually, railfan 105 is neither a turtle nor a bastard. His father was a certified public accountant and his mother a missionary's daughter and he first saw the light of day on August 18, 1925. His maternal grandpa was a Congregationalist minister stationed in India by the American Board of Christian Missions.

"It makes no difference what man's religion may be," grandpa once said, "if believing it makes him a better man."

Don comments: "This was a decidedly liberal opinion for a man in his position. I have made it a guiding principle in my own life."

Starting when he was about ten, our hero often walked to the nearest B&M station alone to watch the steam trains come and go, to share the bustle and excitement of the passengers, to fraternize with railroad men, and to make

himself useful around the old depot.

"The crossing gates were run by compressed air," he tells me. "Pretty soon I could operate them as well as any B&M employe. One time I saved the day man's job and possibly averted a tragic accident by running out of a nearby drugstore to lower the gates for an extra train while the crossing watchman, apparently not hearing the bell that warned of a train's approach, was chatting in the agent's office.

"Those gates frequently got out of order," he adds. "As there were two crossings, with the tower midway between, an extra person was needed to stop traffic on the side where a gate was inoperative. At age 14 I received my first pay check, 18 cents for emergency flagging, and how I treasured it!"

Three years afterward at Belmont, Mass., he earned a series of checks for carrying mail for nine months between the railroad and the post office.

Lucius Beebe once boasted to me that he was the only person expelled from both Yale and Harvard. More recently, Don Robinson flunked out of Phillips Exeter Academy, being more fascinated by watching trains than by conjugating Latin verbs. But he graduated from high school on the honor roll and later got a B.A. degree from the University of Massachusetts.

While in college, he again worked as a crossing watchman during summer vacations. Upon graduation he hired out to the B&M as a telegraph operator, and eventually was promoted to his present job of train dispatcher. For a side-line he is currently serving the Green Mountain Railroad as an unpaid trainmaster and rules examiner, besides helping the Connecticut Valley Railroad at Essex, Conn., to get started by acting as chief train dispatcher.

"I can still telegraph fairly well," he muses, "but have few opportunities to do it today; our B&M wires were disconnected nearly ten years ago. My knowledge of Morse sometimes came in handy when I was railfanning. Once at Granby, Quebec, on the old Montreal & Southern Counties line, I was able to keep an NRHS group informed on details of a nearby grade crossing accident, involving a steam train, merely from interpreting the dot-and-dash report sent on the wire in English, when I knew very few of the French words being spoken there."

Don's only employer has been the railroad—unless you count a kid's lawn-mowing chores and, later on, his Army service. And he loves dispatching.

"To me," he says, "it's an enjoyable challenge to get trains over the road with minimum delays. Sometimes everything seems to go wrong, frustrating your best efforts. On happier days you start things going and let them run themselves. A dispatcher soon learns which crew men cooperate and which ones don't. You naturally give the fast boys all the breaks. The slowpokes go from one siding to another, continually being kept out of the others' way."

B&M Pacific No. 3668 approaches the ball signal at Whitefield, N.H., and Maine Central crossover (years ago).

Photos above and below by Don Robinson

Nowadays, CTC and radio, when used, ease a dispatcher's life. Train-order territory is the exact opposite, because there the open stations are few and far between. DS must keep reviewing the variables which he works with—minutes, tonnage ratings, setouts and pickups, crew men's idiosyncrasies, etc.—and for that reason visitors are rarely allowed in his office. The dispatcher's constant worry is that he may overlook something, maybe get two trains headed in opposite directions on the same track. So dispatchers, like

Canadian National 6218 leads excursion train across Back Cove bridge leaving Portland, Maine.

Railroad Enthusiasts' special train on the B&M at Bradford, N.H., in 1950.

Photographs on these pages by Don Robinson

the former movie idol Greta Garbo, "vant to be alone" while working.

As a boy, Don Robinson considered the Boston & Maine *the* railroad. Those other lines which likewise ran out of Boston—the Boston & Albany and the New Haven—were not worth mentioning. Many a joyous mile he pedaled his trusty bicycle to visit B&M stations, but seldom B&A stations and never New Haven.

The teen-age lad rode engine cabs and cabooses a-plenty; and to get to them he often traveled far by bike or trolley. One unforgettable day, when he was in the Mogul cab of a local freight, trouble and danger rode with him. The crew happened to be switching the small Arlington yard on the Lexington branch, where a load of coal was consigned to the last pocket in a dealer's trestle. The engineer let his old girl ramble up a steep grade into the drab wooden shed, forgetting that an empty coal car was up there already—with the inevitable result! Luckily, nobody got hurt. As the crew glumly contemplated the empty car, now blocking the street, Don quickly got lost.

Around this time he was eagerly devouring such literary works as *Tom Swift and His Electric Locomotive* and *Romance of the Rails.* One of the first railfan-type books he read was *Along the Iron Trail,* by Nelson Blount and Fred Richardson. I recall the day long ago when Nelson and Fred, then in their teens, marched into my office to borrow some photos from our files to illustrate it; and how proud they were, a few months later, to hand me a copy of their new book for a review.

Many years afterward, Don Robinson wrote an additional chapter for a revised edition of *Along the Iron Trail* and supplied some of his own photos for it. Other prints of his have appeared in books by Jim Shaughnessy and Edgar T. Mead, Jr.; also in several rail magazines.

Today, he has a hard-cover railroad library of several hundred titles—technical, historical, biographical, fiction, etc., including my own *Railroad Avenue*—and over 200 different rulebooks, dating back to 1854. Also a practically unbroken file of *Railroad Magazine* since December, 1929; extensive files of *Model Railroader* and *Railroad Model Craftsman,* all copies of *Trains,* 20 *Official Guides,* and about 100 records of railroad sound effects.

As a B&M man, Don is inordinately proud of his 500 or so different timetables from that road and its predecesors, complete since 1926. He admits being "a sucker for every new book published on North American railroading." His veritable museum of

Steamtown's 2-8-0 No. 89 eases past Broad Brook, Ct., on the New Haven's Highland branch, on May 4, 1966.

railroadiana includes tickets, switch keys, hat badges, train orders, three old train-order signals, telegraph equipment, lanterns, etc., and be even owns a Rutland caboose.

One day he made a deal to buy two semaphore signals that were still in use at depots on a New Haven branch line. When he and a friend went there to pick them up, armed with ladders, tools, ropes, and the bill of sale, they found both offices still open and both agents indignant because they hadn't been informed of the sale. One semaphore was set at "stop" for a train.

"For about an hour," Don reminisces, "the telephone wires between Hazardville, Broad Brook, New Haven, and Philadelphia were red hot; but eventually the sale was verified. We spent the next two hours trying to keep a toe-hold on slanting slate roofs while fighting off hornets and thawing out frozen nuts as we dismantled the signals."

One of the stations he mentions, Broad Brook, is shown in a picture by Don, reproduced here. That name brings to my mind a little poem by A. E. Housman:

With rue my heart is laden
For golden friends I had,
For many a rose-lipt maiden
And many a lightfoot lad.
By brooks too broad for leaping
The lightfoot boys are laid;
The rose-lipt girls are sleeping
In fields where roses fade.

Years before Don began driving his own car, he made many trips with Ben Crouch, he traveled much on North American and Italian railways, the latter while serving in the U.S. Army during World War II. In early days when he railfanned with Ben, the lads were so impecunious that they occasionally slept overnight on a station baggage truck or under a water tank.

"We spent a night in the Maine Central depot at Twin Mountains, N.H.," he tells me, "but going back there the next week we were startled to find it demolished by a train wreck! We had very little trouble from railroad or municipal police on our photographic trips, especially after I went to work for the B&M and had a railroad pass to show them.

"While touring New Brunswick, Ben and I followed a Canadian Pacific freight to a certain station, where the engineer and conductor compared watches, both of them stopped. Instead of asking the agent to get the exact time from the dispatcher, they trusted the fireman's watch, and proceeded.

"At the next crossing we came upon a large track motorcar, with about ten men in it, headed in the opposite di-

Boston & Maine's Central Massachusetts branch was a favorite of Don's. Eastbound train emerges from Clinton tunnel, headed for Boston, shortly before dieselization.

rection. We braked our car, got out, and waved frantically at them to pull off the track. Just then the freight we had seen previously whistled for the crossing. You never saw panicky men unload faster than those gandy dancers did! But for the delay due to checking watches, there could have been a disastrous unscheduled meet at a spot where curving track and dense forest blocked visibility. The foreman told us afterward that he hadn't been able to use his portable telephone but had taken a chance and started home anyway. I'll bet he never does *that* again."

On other picture-taking trips the two companions suffered from flat tires, storms, swarms of black flies, and soft muddy roads. Recently, most of Don's railfanning has ben solo. No. 105 has not forgotten the time somebody stole his Ansco "memo" camera from his bicycle saddle-bag.

Don prefers action shots and sets them up in such a way as to get good composition. He looks for signals, stations, bridges, trees, crossing signs, and/so on, that add interest to the view.

"I take detail shots only for modeling purposes," he says, "and even those I discard after they have served their purpose. For some time now, I have been trying to get pix of every station and tower ever owned or used by the Boston & Maine. Sometimes the same site has had more than one building, or the depot was moved across the track or its name changed. In such cases, I want a photo of each one. Although I have filled 18 albums with B&M station shots, I am still far from my goal."

His photo collection runs to about 3,500 black-and-whites made from his own negatives, plus nearly 500 more prints obtained from other people. In addition, he has many postcards, the aforementioned station pictures, some 2,500 color slides, and over 8,000 feet of 8mm movies. All negatives are filed chronologically. His slides are classified both chronologically and by railroad.

You would hardly call Don romantic. He is about 46 and is still single.

"I like the September '69 *Railroad* cover which had two girls boarding a Rio Grande train," he says, "but not your black-and-white shots where a female model is posed standing near a streetcar or sprawled on a grass bank while a trolley rolls by. A male or female shown in a picture should help to tell a story. More than once I have stood above and behind the line of photographers on a fantrip so as to include them in the scene."

Some of Don's entries have won prizes in railfan group and camera club competitions, but he is proudest of his unplanned shots. His alltime favorite was taken almost by accident and doesn't show a train. That evening he was waiting in the telegraph bay of a CP station at North Troy, Vt., when he saw the operator copying an order. Suddenly Don realized that this could make a great picture. He hadn't time to go for a tripod. So, hand-holding the camera, he shot the scene. It came out perfectly.

One of his major interests is drawing, both artistic and mechanical. He also has a yen for fire apparatus and fire-fighting and is devoted to model railroading. An uncle of his, H. Hamilton Bissell, comments: "In Don's home I've often been amazed at the dexterity with which he handles the most delicate of tools while constructing his own miniature railroad."

No. 105 is a former president of the Northeastern Region of the National Model Railroad Association and is chairman of the Region's achievement program—"a hard-working member of my staff," says Dick Towle, the current president.

"Each year," Dick goes on, "our Region's Hub Division has a clambake and lobster spread at Tuck's Point in Manchester, Mass.; and Don, who never passes up a feed, especially when he knows railfans will be there, shows up to consume the sea delicacies. Sometimes he shares his plate with a friendly boxer dog, which swims approximately three-quarters of a mile across the harbor for a handout and goes directly to Don."

So our B&M dispatcher is fond of animals. Long ago he had a small pet dog, which he loved very much, and he still feels sad at the remembrance of its death. That I can understand, having had a similar experience myself.

According to Robert W. Adams, president and general superintendent of the Green Mountain Railroad, "Don is inclined sometimes to be too outspoken, a bit on the independent side, and not always easy to understand. One of his main interests is good food, as his portly figure might suggest."

Mr. Adams recalls the first time they met. "It was in 1961," he says, "just before Nelson Blount moved his passenger train equipment from his recently acquired base at North Walpole, N.H., via highway to the Claremont & Concord track at Bradford, N.H. I was then working for Nelson as supervisor. Don accompanied us. On the tedious 16-hour trip he stood at many unprotected crossings with a 'Stop' sign in one hand and a camera in the other. After darkness overtook this venture, a red lantern replaced his 'Stop' sign. That lantern, sign, and camera became more or less part of Don, not only in our own operations but in others as well. He will appear, as if out of nowhere, to guard an obscure crossing for an unusual or unexpected train movement and at the same time to snap a picture."

Of medium height and brown-eyed, Don Robinson dresses rather carelessly, is good-natured, and has a lively sense of humor but also a reputation for making atrocious puns. He eats "almost anything." From his mother, who spent her childhood in India, he acquired a taste for spicy foods and "a lot of strong tea." Largely due to working a night B&M trick, his eating habits are irregular, maybe one meal today, two or three tomorrw. He takes a social drink now and then, smokes a few cigars, and shuns both physical exercise and vitamin supplements. Doing almost nothing to keep fit, he is overweight. But a little thing like that doesn't seem to worry him.

I asked Don: "What do you usually do when you feel blue, when things seem to gang up on you?"

He gave a slow smile. "Well," he said, "I just drive around back roads aimlessly for a while, take along my 35mm camera, and stop here and there to photograph whatever catches my eye. On a Sunday afternoon I may go to Springfield, Mass., to visit the Shriners' Hospital for Crippled Children, talking to the kids whose relatives have not been able to come to see them. Such things help me to forget my own troubles, real or imaginary."

Don's address is P.O. Box 70, Greenfield, Mass. 01301; but, according to Ned Smith, one of his neighbors, he often spends summer week-ends in his privately-owned Rutland caboose, which is sidetracked at the quaint Vermont village of Chester, an arts and crafts center.

"In late summer or in the fall," Ned writes, "if you're out driving on a week-end, fair or foul, between Ludlow and Manchester, Vt., you may come upon a large, lumbering bear of a man slogging through mud or deep dust, hurrying from a parked automobile to shepherd a cruise train across a motor highway. That 'bear' is Donald S. Robinson. He is a man of strong convictions —once he has taken a position, he cannot be budged."

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***How many United States cities still use trolleys?***

In the U.S., the following cities operate trolley lines: Boston, Cleveland, El Paso, New Orleans, Newark, Philadelphia, Pittsburgh, and San Francisco. There is also a short streetcar line in Fort Worth, Texas, which uses PCC's and runs between a department store and a parking lot nearby.

2 ***Are any Union Pacific "Big Boys" displayed anywhere?***

Yes. Of the 25 massive 4-8-8-4's ever built, six have been preserved, largely due to efforts of the UP. Here is an up-to-date list from Richard Cole of Cambridge, Mass.:

No. 4004—on display in Wyoming Park, Cheyenne, Wyo.
No. 4006—on display at Museum of Transport, St. Louis, Mo.
No. 4012—on display at Steamtown, U.S.A., Bellows Falls, Vt.
No. 4014—on display in Pomona, Calif.
No. 4017—on display at National Railway Museum, Green Bay, Wis.
No. 4023—still owned by UP; stored at Cheyenne in excellent condition.

3 ***Does the C&O/B&O own the Western Maryland?***

A more correct way to put it would be to say that the C&O/B&O *controls* the WM. Actually, both roads jointly own 67 percent of Wesern Maryland's common stock plus a majority of the preferred stock. Of this 67 percent, 41.5 percent is owned by the C&O's subsidiary, the B&O. Other roads either controlled or wholly-owned by either system are: Baltimore & Ohio Chicago Terminal RR.; Chicago South Shore & South Bend, Staten Island Rapid Transit Ry., and Winchester & Western RR. Both roads also own about 5 percent of the Pullman Company.

4 ***Print a short history of the Erie Railroad's* Midlander.**

Inaugurated June 2, 1939, the *Midlander* was a New York-to-Chicago overnight train. It left Hoboken, N.J., and ran together behind the same engine with the *Lake Cities* to Jamestown, N.Y. At that point the train was separated: the *Lake Cities* went to Cleveland while the *Midlander* continued on to Chicago. The latter's last run was on Sept. 28, 1947.

5 ***In the Santa Fe yards in Chicago I noticed several old steam engines, one with a cabbage stack.* (1) *Why were these stacks used?* (2) *What are the engines doing there?***

(1) The cabbage stack was really an anti-pollution device on the most basic level. It was used on woodburning locos to keep sparks from setting fire to dry prairies or forests, and so was especially useful on logging roads long after coalburners went into service on mainline railroads (coalburners didn't have the same problem with sparks).

(2) *Magnolia* is the name of the 1914-built cabbage stack woodburner you saw. She belongs to John E. Thompson, as do ten other steam locos, and is being restored to go into a railroad museum planned for the Chicago area.

6 ***What is a "scissors" switch?***

A double crossover, with a crossing. When this kind of switch is operated, it works two switches at a time. It is particularly useful in railroad yards where several tracks combining into others may necessitate two switches operating simultaneously.

7 ***Are all cars on the New York subway systems the same width? Is all track standard-gage?***

Both the IND and BMT cars are ten feet wide, but IRT subway cars are 8½ feet wide (they are commonly referred to as eight-feet cars). Hence, IND and BMT cars can be used interchangeably on each other's system, but not on the IRT. All New York City subway track is standard-gage.

8 ***What can you tell me about Davenport Locomotive Works?***

This company was organized at Davenport, Iowa, in 1901, although E. P. Alexander lists it as manufacturing as early as 1897. Like Vulcan and Porter, it made light and industrial locos only. In 1933 it became the Davenport—Besler Corp. The business was closed in 1956.

9 ***Do you know of any poems by S. B. Totten, Chicago & Alton operator?***

Yes, one entitled "Ode to the Road":

I love the far-off whistle and
The rumble of a train,
As in and out it winds about
And roars across the plain.
I love the sharp and shuffling noise,
When rolling cars go by;
The eerie forms and purple storms
Of smoke clouds in the sky.

And what a thrill it is to watch

New Haven class DER-4 Fairbanks-Morse diesel (now scrapped) at Berlin, Ct.
Walter Broschart, P.O. Box 8064, Jersey City, N.J. 07308

Soft light in sudden motion
Dance to and fro where dream trains go
Like moonbeams on an ocean.
Here comes my friend, around the bend,
Wide open, whistle blowing;
Amid the din I wave and grin,
But someday I'll be going.

Running Extra

Did any road other than Canadian Pacific have streamlined 2-10-4's? Or 2-10-4's used in passenger service? Frank Stock of Hamtrack, Mich., didn't say how he got to Detroit from Washington, D.C., in 1945-'46 but it was probably via B&O (logical, since the only other way via Pittsburgh would be a roundabout PRR route). He wants to know what locos pulled those trains. If he rode name-trains, he was hauled by B&O's EA's, and possibly a new E-7 or two, all EMD passenger diesels. If he rode second-class trains or troop trains, he got 4-6-2's of all models from P-1's to P-7's, possibly Mount Clare's new 4-8-2's, maybe helped over Sand Patch by big 6100-series 2-10-2's. Layovers in Pittsburgh were common, although not as long as he mentions, as mainline trains used the P&LE Station and would wait on passengers from other B&O trains to come in from Second Ave. Station across the river. —Jim Edmonston.

Modern Soviet trolley car, built in 1949, seen here on a Moscow street.
Collection of Stephen D. Maguire

Containers carrying perishable goods require temperature controls, just as refrigerator cars do. This container was filled with table onions on their way to the British market from the Ontario agricultural area, and was photographed in winter at the Canadian Pacific's container terminal in Montreal. A mechanic was checking "Thermotrol" heater-cooler unit last winter when photo was made.
Thermotrol Division, Galt Equipment, Ltd., Candiac, P.Q., Canada

As to the question "How many railroads does Penn Central own," many are either owned or controlled, such as Great Southwest RR., Six Flags Over Texas Park amusement line, the Ann Arbor (through the DT&I), Indiana Harbor Belt, Chicago Junction Ry., and Penn-Reading Seashore Lines.—Elliot Kahn, 58 Verbena St., Clearwater Beach, Fla. 33515.

What became of the little toy upright steam engines? They taught a boy the workings of a steam power plant; I played with them over 60 years ago. They were made by Weeden and used to sell for a dollar to a few dollars.—Wm. Combs, 1515 18th Ave. Dr. W., Bradenton, Fa. 33505.

When did the term "shoo-fly" originate? Also, I'd like to know the whereabouts of Bill Bauman and Bill Prechel, who were express messengers on trains 6 and 31 between Milwaukee, Wis., and Champion, Mich., in the late 1920's.—Cecil Munson, 1104 Cortez Dr., Glendale, Calif. 91207. (*Ed. note*: Shoo-fly is defined in Freeman Hubbard's book *Railroad Avenue* as "Temporary track, usually built around a flooded area, a wreck, or other obstacle; sometimes to facilitate a rerailing.")

Photo of a Lehigh Valley Camelback Pacific and item about them in our July issue prompted reader Charles Brewer to remind us that, in addition to the eight 4-6-2 Camelbacks built by Baldwin, LV had ten 2-6-2 Camelbacks which were rebuilt by the railroad into 4-6-2's. Originally the 790-799 series, they were renumbered 2230-2239. Old photo of No. 2234 is shown here.
C.T. Andrews photo, collection of Charles C. Brewer, Port Matilda, Pa.

What were the abandonment dates and mileage of all U.S. railroads from 1946 to 1970?—Raymond E. McMurdo, 755 Main St., Waltham, Mass. 02154.

I want photos and info. such as color scheme, builder's dates, on what roads used, etc., on the McKeen cars. Also photos of Norfolk Southern steam locos. Did NS ever have freight cars in a green color scheme?—Charles Cox, 2161 Brant Dr., San Bernadino, Calif. 92405.

When did Pennsylvania Railroad passenger trains stop operating between Camden and South Amboy, N.J.?—W. Durward Meeker, Box 153, Short Hills, N.J.

I want to hear from anyone with info, pix, or railroadiana of the Southern narrow-gage that ran between Claremont and Emporia, Va., from the 1880's to 1932.—Wm. N. Harris, Box 436, Huntingdon, Pa. 16652.

Until about 10 or 12 years ago, Canadian National operated a line between Beeton and Collingwood, Ont., via Alliston and Creemore. Today, much of it has been abandoned and torn up. When was this line built and when abandoned?—Hobbie Lowry, 64 Charleston Rd., Islington 678, Ont., Canada.

When did New York Central start to use tie date nails?—Bruce Pryke, RR 1, Mansfield, Ill. 61854.

What are the rules regarding baggage cars being operated as private cars? Would a person be allowed to ride in his own baggage car on a passenger train?—Russell Joslin, 8431 E. Edgemont Ave., Scottsdale, Ariz.

Robert L. Hogan, 2250 Pelham Pl., Oakland, Calif. 94611.

California's Sierra Railroad does its hauling with diesels. Baldwins 40 and 42 are seen at Oakdale engine house, 1968.

THE EDITOR'S NOTEBOOK

by Freeman Hubbard

Harry Bedwell began railroading on the Burlington, "hamming" in a country depot at Kellerton, Iowa. Later he hit the boomer trail and wrote fiction stories. Over 100,000 paperbacked copies of his only book, *The Boomer*, were sold to men in the armed forces overseas during World War II. He died October 5th, 1955.

MY FRIEND Harry Bedwell topped the all-time list of railroad short-story authors, in my judgment, both for quality of writing and authentic details. Most of his stories were written for *Railroad Magazine*. He also sold to other publications. *The Saturday Evening Post* used several, including two-part serials, but one of them was not printed until shortly after his death.

Harry's literary style was sure, crisp, and colorful. Also a bit nostalgic. He liked to use the word "bright." Although employed for a time as a train dispatcher, my friend spent most of his working years as a highly competent boomer telegrapher, flitting around the West and Southwest from one job to another, but especially at small Southern Pacific depots in the desert. He loved to write about desert railroading. The only Bedwell script I ever turned down—but reluctantly—was one dealing with railfans. He just didn't savvy railfans.

The last name of his favorite character, Eddie Sand, a boomer brass pounder, suggests desert terrain. Harry used this character in nearly all of his stories, including those he wrote for the *Post*. Eddie was almost a replica of the author. My friend's only book, a novel entitled *The Boomer*, had Eddie in the title role. It, too, was partly autobiographical. Put out originally in hard covers, it was dedicated to me—for which I am still grateful—because I had published the first of a long line of Eddie Sand yarns. The book was widely read. During World War II a paperbacked edition came out for men in military service overseas. The PX's and canteens stocked it and sold it rapidly. Today, both editions of *The Boomer* are much sought-after collectors' items.

Sometimes I gave Harry story suggestions, but mostly he came up with his own. Here is an excerpt from one of his letters, dated August 5, 1955, at Nevada City, California:

Your ideas for a story seem promising. I'll brood on them a while and give them a try. Meanwhile, I've got one simmering in which Eddie Sand is involved with a suspected murderer and a pickpocket, to say nothing of a railroad dick.

Harry Bedwell was one of *Railroad*'s three greatest writers, the other two being Lucius Beebe and "Haywire Mac" (Harry Kirby McClintock). All three have since crossed the Great Divide, "where all pony tracks point one way."

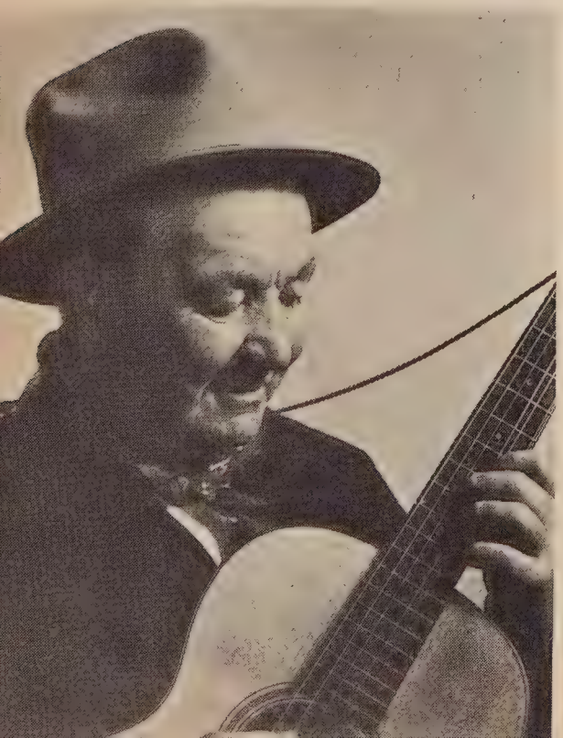
Beside being a boomer "rail," generally a switchman or a brakeman, Haywire Mac won national fame by writing two great songs, *The Big Rock Candy Mountains* and *Hallelujah, I'm a Bum*. He also did a little fiction for us, mostly on the sentimental side, and some of the best railroad true tales I have ever read. On top of all that, he was a wandering minstrel. He sang ballads, both railroad stuff and Westerns, accompany himself on the guitar.

I shall always remember the day I heard Mac render his most famous song, *The Big Rock Candy Mountains*, among others, with a rich bass voice at a folk festival in a large department store in Philadelphia. Innumerable other warblers have sung that ballad, but none, I think, quite so effectively. Just listening to Mac was enough to convince you that he had been a boomer and sometimes a hobo.

In 1928, '29, and '31 Harry McClintock produced Victor records galore. None is available today, unless you hire a "record hunter" to locate them at fancy prices. *The Big Rock Candy Mountains* is No. 21704. *Hallelujah, I'm a Bum* is 21343. Here are a few more, none of which Mac wrote but all of which he sang, with his guitar. I culled them from a long list compiled by Joe Drochetz of St. Louis. *Hobo Spring Song*, 40112; *Jesse James*, 21420; *Red River Valley*, 21421; *Sam Bass*, 21420; *Jerry, Go Ile That Car*, 21521; *Can I Sleep in Your Barn?* 40264; and *When It's Time to Shear the Sheep, I'm Comin' Back*, 22845.

Bedwell, Beebe, and McClintock—those three almost-legendary figures meant more to me than any of this magazine's other good writers. If you

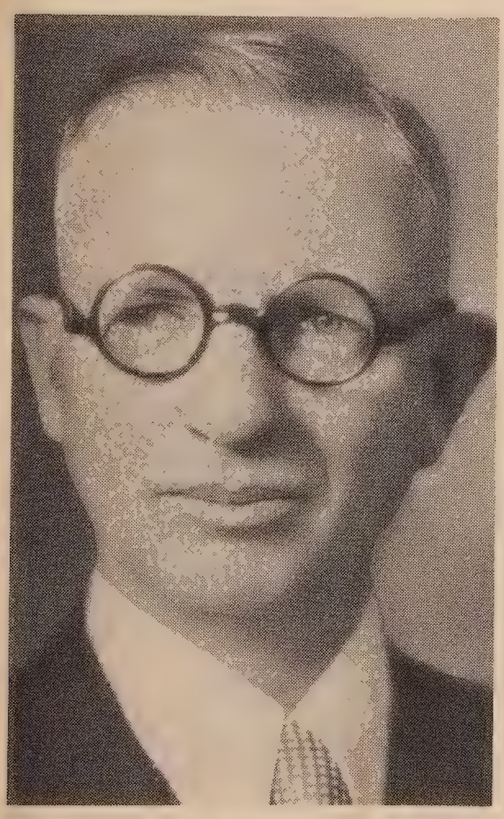
Boomer switchman-brakeman Harry K. McClintock is best known as author of *The Big Rock Candy Mountains*.



were to ask me to name the most colorful railroad man I have ever known, I would answer quickly, "Haywire Mac." But a few of his personal letters to me were too intimate, too sexy, for publication. I destroyed them long ago.

Speaking of writers, a good-looking woman somewhere between youth and middle age barged into my office one morning with a manuscript she was "just dying" to see published. She laid a well-shaped hand on my desk, winked at me with clear blue eyes and long lashes, and cooed: "Mr. Hubbard, there's nothing at all I wouldn't do for you if you will print my story. Nothing at all." The way she said it made me wonder whether or not she was trying to seduce me. But I wasn't interested. On other occasions, two amateurish aspirants for literary fame sent me sizeable sums of money by mail with their scripts, obvious bribes for publication. In each case I returned both the cash and the script.

One of our fiction authors, E. S. Dellinger, a former brakeman on the Missouri Pacific and the Frisco Lines, really knew his railroading and had the knack of spinning yarns, many of them exciting. I am sure he wrote more published rail fiction stories than anyone else in history. Occasionally he used a pen name, Ed Samples. His popularity lasted many years. After he quit railroading, he became the superintendent of a public school district and on Sundays he ran a Bible school. Hints of both jobs may be detected in some of his fiction, which is very adventurous.



E. S. Dellinger was the most prolific railroad fiction writer of all time.

Because Dellinger had tuberculosis, he moved to Albuquerque. Fearing at one time that his disease would soon prove fatal, I commissioned Joe Easley to draw a picture suitable for illustrating the anticipated news of his passing. But I am happy to recall that E.S.D. regained health in New Mexico's dry desert climate, lived many years after that, and continued to write for us. Even today readers ask me now and then to reprint certain Dellinger stories.

Haywire Mac once told me: "I'm glad I was a wandering shack and switchman. Glad for the old free days I used to know. Glad for the bag of tricks that made the world exciting—the phony service letters, the sight of shining rails from a caboose door, and the brass rings I grabbed at and missed but sometimes caught. Besides working on more railroads than I can remember, I herded sheep in Nevada, punched cattle in Montana, and got married.

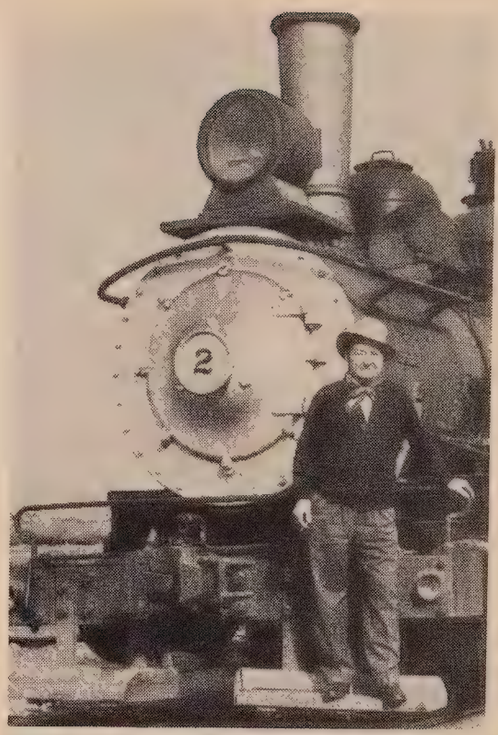
"You don't always feel like sweating your guts out for your meat, potatoes, and beer. A glimpse of freedom is good for the soul. If you have never told a brass collar to go to hell and stick his job up a rain-spout, you haven't really lived. But you can't do this today. Not with Social Security and big unions. The cards are stacked. The old boomer era is dead. Gone like messages written on wet sand."

His last fact-story, "Boomers and Their Women," like nearly everything he wrote, was partly autobiographical. I published it in our December '57 issue about two months after his death. His personal philosophy of life and death was almost prophetic.

"Me, I don't believe in being frustrated," he confided to me on a summer afternoon in 1957 as we sat together on a pile of ties, munching sandwiches, beside the SP track in a California town. It was the last time I ever saw him. "Drain your glass to the bottom, I say," he went on. "Better do that than decide later, too late, that life has passed you by . . . I am getting along in years now, but have no regrets. When the time comes to say good-bye I will quit the game as a winner.

"Life put on quite a show for me. But now the show is ending, the lights are dim. Out in my back yard at San Francisco, somewhere between the crimson ramblers and the hollyhocks, there waits an Old Man with a Scythe. Some day ere long he is going to tap my shoulder and say, 'Come with me, Mac,' and when he does I will follow him into the everlasting shadows, leaving behind me all the bright golden memories."

"Oh, I'm bound to go
Where there ain't no snow,
Where the rain don't fall
And the wind don't blow—
In the Big Rock Candy Mountains." ●



Haywire Mac's last Christmas card showed him switching in San Pedro.

Lucius Beebe: the world seems smaller because he is no longer with us.

IN SEARCH OF STEAM

Mike Eagleson

RDG 2102, veteran of many Reading Rambles, passes Copley, Ohio, on Akron, Canton & Youngstown on excursion, April 25, 1971, run by Steam Tours, Inc., of Akron.
Bill Botkin, 13 Columbia Rd., Convent Station, N.J. 07961

I AM WRITING this column in Czechoslovakia, on my way to Africa in quest of more steam. After several days of photographing some fine locos here, I've finally been arrested.

American-built French steam comes home at last! Sounds too good to be true, but my July '69 feature article on U.S. steam locos in France prompted steamophile H. Chalmers Kerr, Jr., to arrange for preserving one of them permanently. He persuaded the *Societe Nationale des Chemins du Fer Francais* (SNCF for short) to donate Baldwin No. 1199, Class 1-4-1R, to the Pacific Southwest Railway Museum, P.O. Box 12096, San Diego, Calif. 92112. Chalmers is president of the museum.

The locomotive, equipped with Box-Pox drivers, was originally a coalburner; now uses fuel oil. She remained in service in France until June 1st, traveling over 1,629,000 km. since being put to work there in 1946. Barring any accidents before retirement, she still has French-certified flue time good until 1972.

In making this donation SNCF feels that it commemorates the historic French-American friendship with a token of thanks for Yankee help in supplying these same locos to war-torn France a quarter-century ago. But here's the rub: the museum is not yet in a financial position to pay for shipping the gift to San Diego, which may cost $20,000 or more. Anyone interested in getting the old loco back to this country should contact the museum.

A former Illinois Central 0-4-0T is now rusting her heart out in a scrap disposal yard at National City, Calif. Charles H. Cox, 2161 Brant Dr., San Bernardino, Calif., 92405, wants to save her. Other fans may offer help. Charles says also that the ex-Southern Pacific 4-10-2 No. 5021, now in AT&SF yard in San Bernardino and owned by the California Southern Railroad Museum, of Perris, may be brought to the museum. She could possibly be fired up, but as yet the museum has no facilities for handling a loco of this size nor rail heavy enough to hold her.

Two standard-gage 0-4-0T Porters, owned by "Switzerland of Ohio," are in an enclosed field owned by the City of Woodfield, Ohio. Engine 3002, the better of the two, could be put into operating condition. Jim Jackson, 640 Lakeside Dr., Cambridge, Ohio 43725, has tried in vain to buy them. The owners are reported looking for rail and ties to lay track. Jim adds that Wheeling Steel in Ohio has a large 0-4-0T stored in the open behind its mill. She appears in fair condition; someone might inquire about saving her.

Green Mountain Railway, Vermont's only steam-powered line, may be shut down by enforcement of air-pollution regulations. Harry Ashe, industrial hygiene director, reports to the Board of Health that the steam loco gives off more polluting smoke than the law allows. (So do many diesels.) Complaints from Chester, Vt., residents about smoke don't help matters, either. The only solution seems to be to install a device to prevent the escape of smoke. "But who wants to ride behind a smokeless steamer?" asks Richard E. Barnes, RFD 1, Rutland, Vermont.

Good news from the East Broad Top in Orbisonia, Pa. I hear of plans to restore Baldwin 2-8-2 locos 16 and 18, the last narrow-gage EBT engines which have not seen excursion service since this line was reactivated in 1960 after shutting down as a common carrier in 1956. By next summer, the trackage may be reopened as far as Mt. Union. There, two old standard-gage 0-6-0's are still stored in the EBT enginehouse; they were used for marshaling cars.

North Alabama Railroad Club now owns ex-Mississippian Railway 2-8-0 No. 77. She and a few cars are stored at the Southern Railway station in Sheffield, Ala., which the club leases as a museum site. Recently, the friendly-to-steam Southern ran a fantrip with No. 77.

Oregon's famous, old abandoned Sumpter Valley Railroad may soon be restored by local businessmen and use steam power. The 3-foot-gage line made its last run ten years ago. I don't know which locos the promoters plan to use.

A suitable site for a standard-gage steam road in Florida is sought by Robert Most, 564 Bosphorus Ave., Tampa, Fla. 33606. Motive power would be ex-Brooklyn Eastern District Terminal 0-6-0T No. 12, formerly owned by railfan-author Ron Ziel, who was one of *Railroad Magazine's* "Interesting Railfans."

Chesapeake & Ohio's streamlined 4-6-4 No. 490 has been externally refinished in the Huntington, W. Va., shops, and moved to the Baltimore & Ohio Transportation Museum, says John B. Corns, 1614 Ambler St., S.W., North Canton, Ohio 44709. John adds that C & O 2-8-2 No. 1189 and 2-8-4's 2770 and 2781 unhappily have been scrapped at Mansbach Steel Co. in Ashland, Ky. A delay in scrapping was caused when a burner fell off one of the engines and broke a man's arm.

The Detroit & Mackinac recently had one of its 0-6-0's at the Tawas City, Mich., railroad shops for repair. Who knows where she is now? The Cadillac & Lake City, also in Michigan, is refluing its 2-8-2 No. 2 for return to excursion service, according to John Corns,

who also says he recently saw two steamers in a building on the south side of Grand Rapids, Mich.

Smithsonian Institution, Washington, D.C., has added another steam engine to its collection: C&O compound 2-6-6-2 Mallet No. 1309 (Baldwin, 1949), one of the last of her kind built in this country. She had been stored at Peach Creek, W. Va.

For the first time I hear of a jet-powered Shay. Out in Tuolumne, Calif., the West Side & Cherry Valley tourist line owns a 1913 Shay, No. 15, which burns JP-4 jet fuel! This is just temporary, though; it's due to a shortage of the Shay's normal diet, Bunker C fuel oil.

The first engine storage shed of Steamtown U.S.A. has been completed at the museum site in Bellows Falls, Vt., reports *The 470,* monthly journal of the Portland division of the Railroad Enthusiasts, which is edited by this month's "Interesting Railfan." Now, Steamtown can store some of its many steamers, thus protecting them from the tough New England weather. We also hear of two new Steamtown acquisitions: a 30-ton 0-4-4-0 Mallet compound from the French National Railways and an 0-8-0 tank engine from German Federal Railways, both still in Europe awaiting transportation to Vermont.

For the final runs of its last passenger trains before Amtrak, the Union Pacific used its famous 4-8-4 steamer No. 8444 on May 1st at the head end of the east and west trips of the through trains between Cheyenne and Laramie.

Former Pacific Coast Lumber Co. 2-8-2 No. 35 has been moved to the 18½ mile Wasatch Mountain Railway in Heber Valley, I learn from Ed McLaughlin, P.O. Box 69, Heber City, Utah 84032. This line will operate over the Denver & Rio Grande's old Provo Canyon branch.

Sixth annual *Steam Passenger Service Directory,* which also includes electric lines and musuems, is now available at $1.50 from Empire State Railway Museum, P.O. Box 666, Middletown, N.Y. 10940. This year's issue contains 128 pages, well illustrated and with cover photos in color. It forms an invaluable reference work and guide to the continent's steam operations, trolley museums, tourist lines, etc. First issued in 1966, it is now a classic. Every fan needs one. Back issues for 1967 and 1969 are still available.

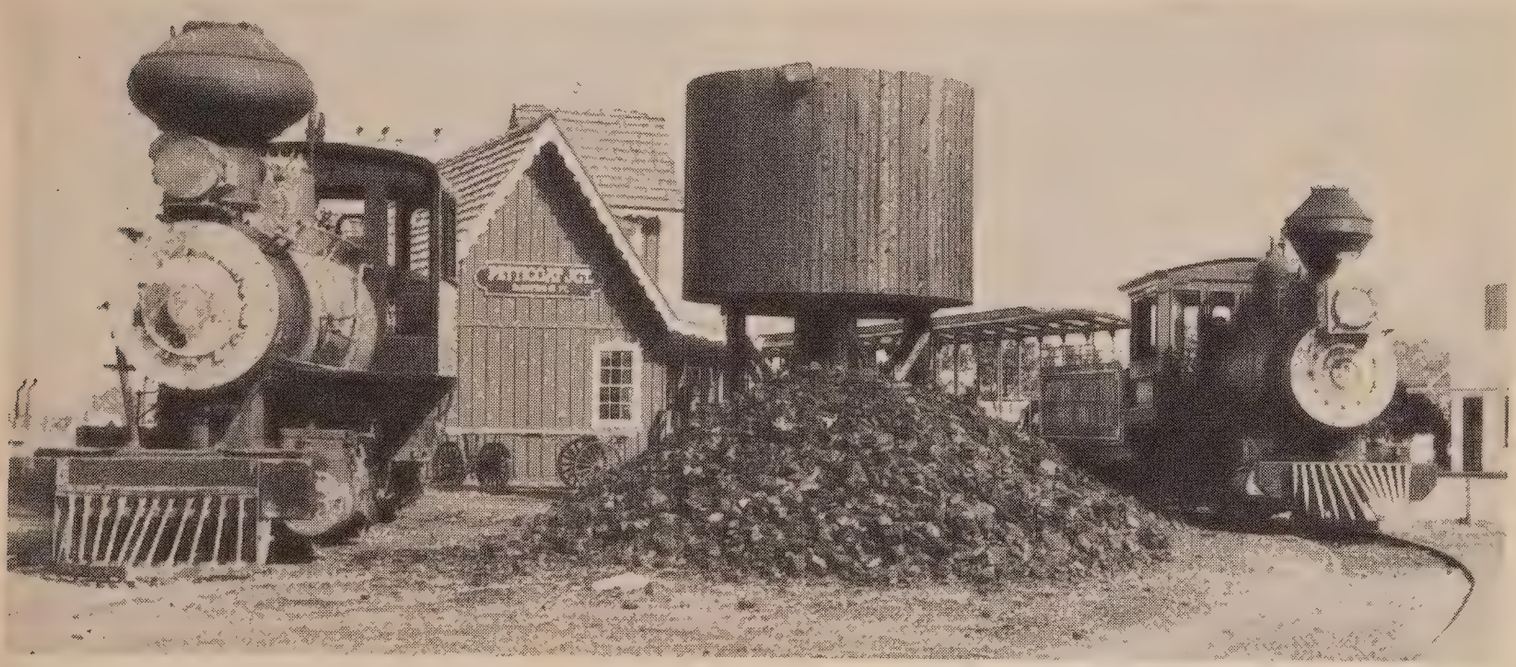
Another worthwhile publication, *Western Canadian Steam Locomotive Directory,* 1971 edition, is a 7-page mimeographed booklet describing the remaining steam locos in western Canada, giving whereabouts and information on each. Looks like a thorough job. Available for $1 postpaid from Richard L. Coulton, Longview, Alta., Canada.

A carefully researched monograph which may appeal to many readers is *The Steam Fire Engine: A Reappraisal of a Cincinnati "First."* Originally published in the winter 1970 issue of the Cincinnati Historical Society *Bulletin,* Eden Park, Cincinnati, Ohio 45202, it is now available in booklet form, illustrated. The author is John H. White, Jr., chairman of the Department of Industries of the Smithsonian Institution, editor of the R&LHS *Bulletin,* and one of our "Interesting Railfans."

July *Railroad,* carrying Tom Walsh's article on the imminent abandonment of London Transport's last three steam locos, came out just barely in time for some readers to fly to England to photograph one of them in action, but we don't think anyone did so.

"All three are now retired," reports John Drayton, retired British Rail engineer, 13 Sycamore Rd., Griffithstown, Pontypool, Mon. NP4 5AL, Great Britain. "Final working run was on May 18th, with a freight train, but a commemorative trip marking the end of steam took place June 6th from Moorsgate to Neason depot. In 1959 I fired one of London Transport's steamers, L-92, on an engineering train from Neasden to Croxley by arrangement to show how we did it on the Great Western Railway, for which I was then working. There's quite a story to that run." (*Ed. note:* Tell us the story, John.)

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.



Petticoat Junction & Ghost Town Railroad is the name of this amusement park line located at Long Beach Resort, Panama City Beach, Florida. In operation since 1964, its tracks are 36 inches apart and three miles long. Road is owned by the J.E. Churchwell family, developers of the Long Beach Resort area. Trains run from 9 a.m. to 10 p.m. during the summer season through August. Motive power is supplied by No. 7, a 1914 Porter 2-6-0, ex-Argent Lumber Co., with a fake cabbage-stack. Standby engine, No. 9, is a Porter 0-4-0 built in 1949. PJ&GT boasts a Western town and staged gunfights.

Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

STEVE MAGUIRE'S

TRANSIT TOPICS

Northern Texas Traction Company's *Sam Houston*, a remodelled interurban car.
Photograph by Stephen D. Maguire

THE ELECTRIC streetcar, major transit tool of America until private automobiles took over, may make a comeback, says the head of New York's transport system.

Dr. William Ronan, chairman of the Metropolitan Transportation Authority, and William S. Allison, deputy administrator of the Urban Mass Transportation Administration, agreed on this prediction. They addressed an American Transit Association conference in San Francisco, attended by Harre W. Demoro and reported by him in the *Oakland Tribune*.

Allison says the Federal Government may borrow a German-made streetcar for testing in Boston. Federal officials believe streetcar systems could be built in several cities as interim measures, until funds are available for new rapid-transit networks such as the Bay Area Rapid Transit system now a-building in the San Francisco area.

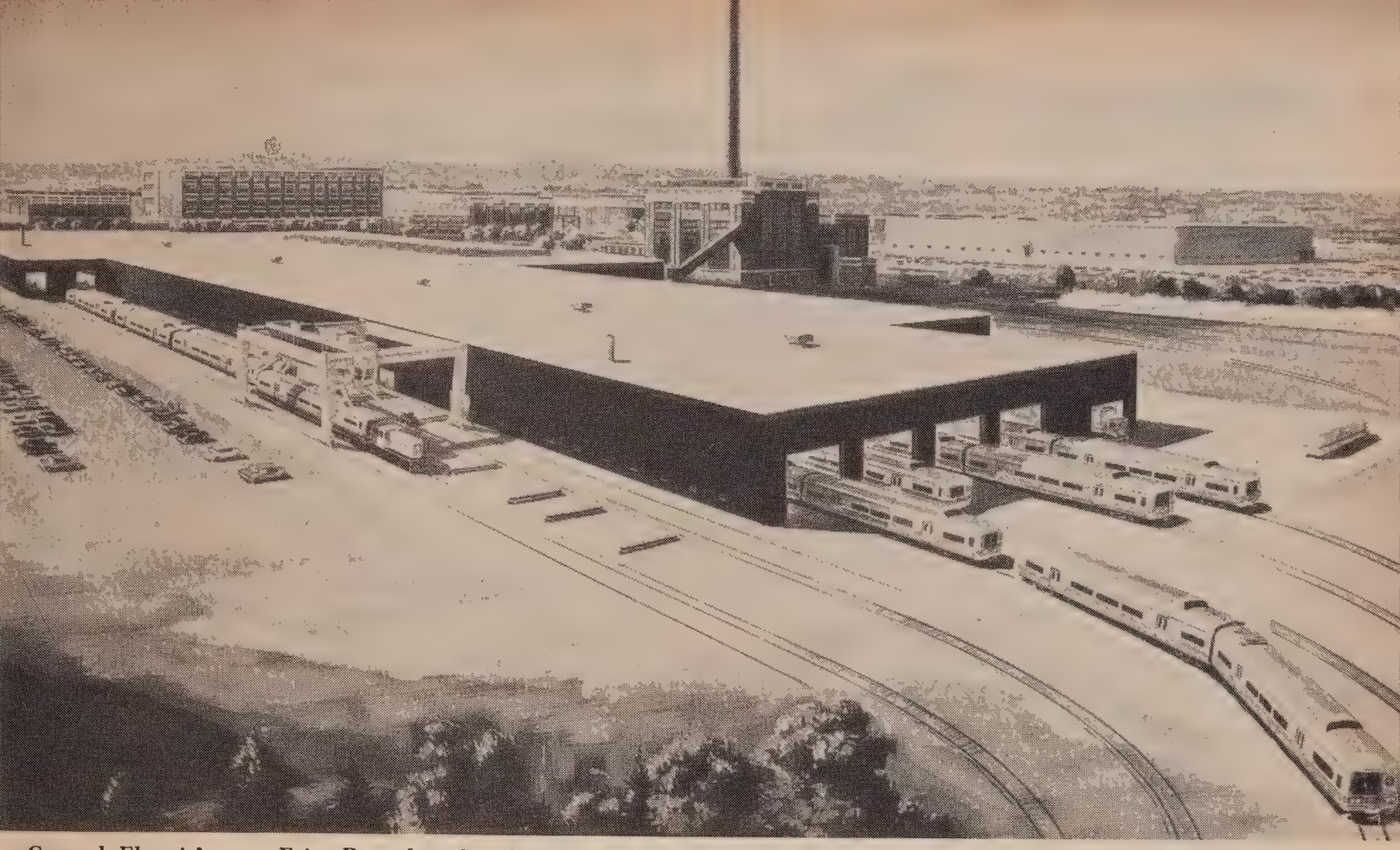
He adds that tunnels and stations could be built for rapid-transit trains but used first for trolley cars, as was done years ago in Boston. This is the purpose of the San Francisco streetcar subways under construction, he said. Although the San Francisco Municipal Railway expects to buy 78 new American-made streetcars this year, none will be delivered before 1973. Allison believes the Federal government wants to get a program started before then.

Quoting Dr. Ronan: "A couple of years ago I spoke to a conference on air pollution control and noted, with regret, that we had missed the boat—or should I say, 'missed the trolley'—when we neglected to institute a streetcar technology.

"I suspect that the evolution of the trolley car might have produced the very vehicle we now seek, which could move about our cities without emitting pollutants. Ironically, the streetcar was phased out in most cities to make room for more motor vehicles. It got in the way of traffic, we were told."

Massachusetts Bay Transportation Authority has filed an application with the U.S. Department of Transportation

Laboratory car C, one of two such vehicles testing Westinghouse automatic train control components on Bay Area Rapid Transit System, stopped at Hayward's elevated station in January, 1971, so technicians could check station's equipment.
Harre W. Demoro, 3040 Jordan Road, Oakland, Calif.



General Electric's new Erie, Pa., plant has been specially designed for rapid transit and commuter car assembly and is billed as the most modern in the industry. Drawing shows high-speed New Haven cars, first to be built in facility.

for a demonstration grant of $1,250,000 to conduct a new trolley-car operation program in which six other transit systems also operating trolleys would participate: Public Service Co-ordinated Transport, Newark, N.J.; Southeastern Pennsylvania Transportation Authority, Philadelphia; Port Authority of Allegheny County, Pittsburgh, Pa.; Shaker Heights Rapid Transit, Cleveland, Ohio; San Francisco Municipal Railway; and El Paso, Texas, City Lines.

It is proposed that these systems, under the demonstration grant, operate and evaluate the performance of a borrowed German tramcar for 12 months, with the MBTA administering the program. The consulting firm of Day & Zimmerman would supervise the vehicle as it moves from city to city, and would report on the findings of the program. The car would also be exhibited in other cities showing an interest in the "light railway" concept.

MBTA, which is committed to replacement of its PCC streetcars, is proposing this demonstration program because streetcar development in the U.S.A. practically ceased after the PCC car. No new U.S. streetcars have been made in more than 20 years. The Germans, on the other hand, have been intensively developing "light railway" technology.

In other MBTA news, we learn that the Authority has launched a program to completely refurbish its fleet of 337 PCC's, since plans for their replacement are not yet defined. The trolleys operate in the sprawling central subway system and on the surface in outlying areas, serving Boston and vicinity. They are heavily patronized. Average age of the cars is 25 years.

The renovation, first general overhaul of the trolleys in about 10 years, calls for each car to be put through the shops to be made more serviceable. Interiors and exteriors are being painted, broken seat frames and handholds are replaced, damaged seats are re-upholstered, and other repairs made as called for. Not included in the program are the 50 "picture-window" cars refurbished a few years ago.

PENNSYLVANIA'S Governor Shapp recently announced feasability studies for possible construction of a new highway from Harrisburg to Pittsburgh by way of Altoona and Johnstown, with a median strip to be used for a high-speed rapid-transit line, writes Luther P. Cummings, 129 Nevin St., Lancaster, Pa. 17603. In disclosing the project, Shapp said the trackage, when and if constructed, might also be used for a new Penn Central main line.

FUTURE operation of the 10-mile electric freight line between Mason City and Clear Lake, Iowa, by the Iowa Terminal Railroad (formerly Mason City & Clear Lake Ry.) may soon cease, due to lack of funds. Probably the Rock Island would then take over its freight service.

This last electric freight road in Iowa has been well maintained, and, before 1967, had enough business to keep most of its nine electric locomotives busy, we learn from the Bay Area Electric Railroad Assn. *Review*. In that year, though, it cut back from its Clear Lake terminal to the city line when it could not afford to rebuild its tracks for the new paving of Main Street in Clear Lake. Through this, it lost its rail connections with four shippers. Then, in 1968, it lost its biggest shipper, Williams Brothers Pipeline Co. This brought their carload shipments down from 6,000 a year to about 1,600—hardly enough to keep one motor busy.

With only $100 or so in its treasury, how long the Mason City rail line can keep running is a big question.

DETAILS of the Piedmont & Northern wreck (page 55, June issue) come from B. F. Roberts, Columbia, S.C., and Wesley N. Stead, Effingham, Ill. The former reminds us that he sent us the photo long ago.

The rear-end collision occurred in clear weather in the afternoon of February 21, 1941, when P&N passenger train 5, with motor 350, a former Pennsylvania RR. passenger combine, ran into freight train 47, which it was following northbound. This happened

Milwaukee Street Railways No. 987 pauses along her route on a sunny September day in 1967.
Photograph by Elmer Treloar

Long after the Southern Pacific's Bay Area "Red Train" network had disappeared, one of the system's cars waited at Pacific Electric's Sixth and Main Terminal in Los Angeles on a late December evening in 1959.
Photograph by Harre W. Demoro

about eight miles south of Spartanburg, S.C. The motorman of car 350 was killed; about 30 passengers were injured. Mr. Stead states the ICC report showed the cause of the accident to be failure of the motorman of the passenger train to control his speed after being flagged.

Strangely enough, your writer followed this same train by auto all the way from Greenwood to Spartanburg less than a month before the accident, taking photos of the train along the line.

About 120 members of the National Academy of Arts and Sciences were given a tour of part of the New York subway system on May 23, 1971. Here, some of the members pause to inspect subway cars being overhauled in Coney Island Shops, and to talk to Metropolitan Transportation Authority chairman William J. Ronan (center, facing camera).
Photograph by Roger Arcara

New Electric Publications

***Washington & Old Dominion RR.*, by Ames W. Williams, 150 pages, 7½x10″, soft cover, $6 from Capital Traction Quarterly, 7661 Roylston St., Annandale, Va. 22003. The W&OD had "everything"—steam, electric, and diesel. Starting out in 1847 as the Alexandria & Harper's Ferry RR., it figured prominently in the Civil War. The steam period ended in 1911 with electrification, and from that time until 1942 it was an interurban line. The electric operation ended and, for a time, diesel freight and a desultory passenger service was carried on. Operation ended in 1968. Today the road is gone, although there is talk of using its right-of-way for mass transit. Civil War buffs will find many excellent photos taken along the W&OD from the Brady collection. Steam, diesel, and traction fans will enjoy plenty of pix.**

***Snaefell Mountain Railway 1895-1970*, by F. K. Pearson, 16 pages, 6x9″, 13d (about 35¢), post free from LRTL Publications, 257 Francis Chichester Way, Doddington Road Estate, London S. W. 11, England. This unusual mountain-climbing electric railway was built in 1895 to carry visitors to the top of Snaefell Mountain, 2,035 feet high, on the Isle of Man. From its peak, you can see Scotland, Wales, Ireland, and England. It still operates today with its original equipment along five miles of grade from Laxey to the summit. This publication covers it in text and photos taken over its 75-year existence.**

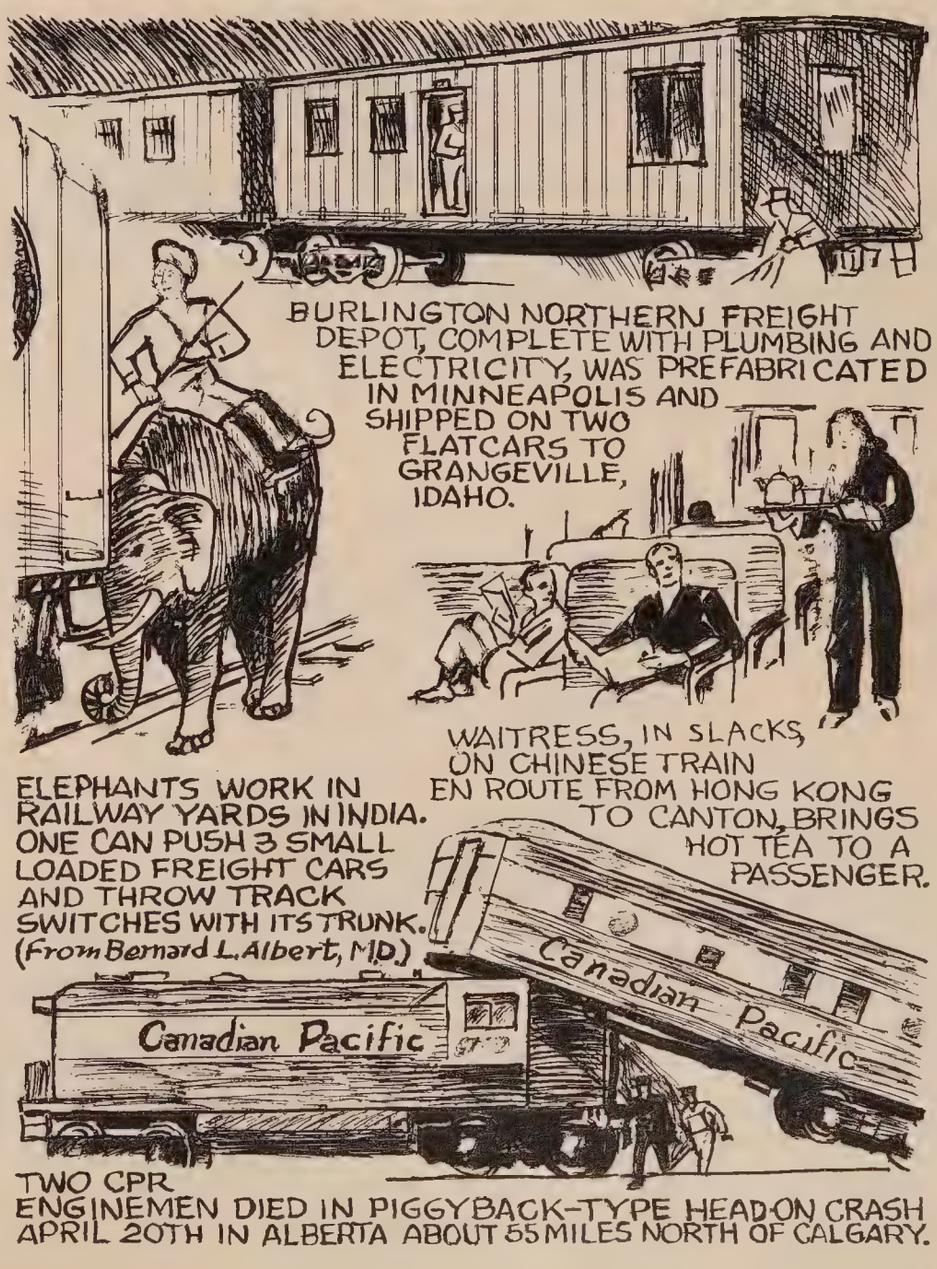
***On Rails Under Paris*, by B. J. Prigmore, 72 pages, 6x9″, stapled binding. Available for 75d (about $2.) from LRTL Publications (address above). This is the first complete story in English of the Paris *Metro* from its start in 1900 when it had *four-wheeled* rapid transit cars. Along with history and detailed descriptions of its many types of equipment, there is also a chapter, "The Visitor's Guide to Paris Metro"—just the thing for railfan tourists. Here you can find out how to reach the three lines using *pneu* (rubber-tired) equipment as well as the latest to be opened, the Sceaux line, which goes 25 miles into the suburbs using the newest type of equipment: strangely enough, steel wheels on steel rails and pantographs on overhead wire.**

The future of rubber-tired equipment seems in doubt, since it takes three years of engineering to convert a single Paris line; this would mean 30 years for the entire system. Improvements recently in steel-wheeled trucks to make them more silent mean that new *Metro* lines will probably use steel-wheeled cars.

***All-Time Catalogue of Interurban and Street Railway Books and Bulletins*, by Raymond F. Radway, 63 pages, 8½x11″, stapled binding, $3.50 from the author at 22495 Ray Ave., Detroit, Mich. 48223. Here is a listing of books and articles printed in the U.S. and Canada on particular trolley and interurban systems. Listed by state, each publication includes the name of author, publisher, year published, and price.**

***Official Electric Railway Guide, New York State, April, 1911* (Reprint), is a 38-page timetable of the 22 large interurban systems that ran in New York in 1911, with two large maps of lines and connections from Massachusetts to Pennsylvania. An exact reprint of the original (which is a collector's prize today), costs 75¢ from Railfan Exchange, P.O. Box 144, Lemoyne, Pa. 17043.**

ALONG THE IRON PIKE by Joe Easley


BURLINGTON NORTHERN FREIGHT DEPOT, COMPLETE WITH PLUMBING AND ELECTRICITY, WAS PREFABRICATED IN MINNEAPOLIS AND SHIPPED ON TWO FLATCARS TO GRANGEVILLE, IDAHO.
WAITRESS, IN SLACKS, ON CHINESE TRAIN EN ROUTE FROM HONG KONG TO CANTON, BRINGS HOT TEA TO A PASSENGER.
ELEPHANTS WORK IN RAILWAY YARDS IN INDIA. ONE CAN PUSH 3 SMALL LOADED FREIGHT CARS AND THROW TRACK SWITCHES WITH ITS TRUNK. (From Bernard L. Albert, MD.)
Canadian Pacific
Canadian Pacific
TWO CPR ENGINEMEN DIED IN PIGGYBACK-TYPE HEAD-ON CRASH APRIL 20TH IN ALBERTA ABOUT 55 MILES NORTH OF CALGARY.

Bessemer & Lake Erie No. 801, an SD-7, is shown in passenger service at North Bessemer, Pa., in 1956.
Collection of Jim Edmonston

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

ANOTHER controversy is cropping up. Previous reports said Long Island's FA's (ex-L&N) were to be stripped and equipped with small diesel engines for train heat and light only. However, John W. Nelson, chairman of public relations for the National Model Railroad Asso., 5 Edgewood Dr., Syosset, N.Y., says the prime movers will remain intact but the traction motors will be removed so that a unique arrangement involving the use of LIRR trailer cars equipped with new or rebuilt high-speed traction motors will result in passenger-type unit trains.

This, in effect, will give LIRR a "push-pull" operation. FA's will supply electricity to the connected car's traction motors like a "cow-slug" switching team. The units, designated power cars, will be numbered 601-606. Naturally, they will operate in non-electrified territory. If you see them in operation, please tell us if they are locomotives as such or simply rolling generators.

The prime mover pictured on the crane in the Collinwood feature is not that of EMD GP-7 but is an Alco 251-C power plant, V-16 turbocharged. This engine was used in C-424's and C-425's. Photo shows a locomotive behind the engine, but this is a GE U-25B, and the Alco engine obviously did not come from it. However, having noticed a C-425, the 2432, sitting without an engine on its bed, I assume it is the engine from the 2432. It might be a shop spare or an engine from some other loco, but New York Central and Pennsy had only models C-424, C-425, and C-628 with 251-C engines.

Those on-again-off-again Alcos: On May 5th the Western Maryland pulled its four FA-2's, 301-304, out of service and set them dead behind the roundhouse at Hagerstown, Md., reportedly due for scrapping. So says Ron Chandler, 214 East Orange St., Shippensburg. Pa. However, he adds, enginemen complained to management about losing these engines, which are well liked. The road's maintainance force kept them in tiptop shape for 23 years. At any rate, all four are now back at work, normally in pusher service up Williamsport hill. Ron saw 301, 302, and 303 on a WM-Reading through freight south of Harrisburg, Pa., on May 26th. Could this be a case of management listening to labor?

Amtrak has claimed the last two Cincinnati Union Terminal switchers, SW-8's numbered 34 and 35. As only two trains are made up daily at the once-busy terminal, the locos are no longer needed. George Silcott, dealer in used locos, bought and eventually resold them. Both switchers have been seen heading west in a Baltimore & Ohio freight on May 21st, maybe to join CUT's other SW-8's at Coor's Breweries in Colorado, one at Aspen and one at Colorado City.

Photograph by H. Buckley, Jr.

Another of our Locomotives of the Month: Central of Georgia No. 207, an SD-9, in Atlanta, Ga., in 1958.

Both the Penn Central and Chesapeake & Ohio E-8's which operate from Cincinnati remain lettered for their previous owners. Rumor has it, though, that Amtrak hopes to buy 25 locomotives a year.

While tracking down various diesels in the area of Hopkinsville, Ky., Jerry Mart, of that town, came across a rusted old 4-6-0 steamer on the property of Crabtree Mines near Illsly, Ky. This loco looks like a former Illinois Central engine. The only identification is a faded "102" on the tender. The last owner was Cadiz Railroad, the president of which, Stan White, thinks she was originally Missouri Pacific. Perhaps Mike Eagleson can help to identify this one.

Meanwhile, Jerry is trying to keep up with the pool arrangements between Louisville & Nashville and Burlington Northern. He has been seeing Burlington diesels on the Nashville, Tenn.-Galesburg, Ill., line. Another new L&N pool is Nashville-Little Rock with the Missouri Pacific.

Dick Sievers of Glendale, Calif., reports a tragic accident in the Southern Pacific's Los Angeles yard. An electrician was to give a load test to F7A No. 6440, which was in multiple unit with SDP-45 No. 3204, thinking the F unit was isolated. It wasn't, but it and the 3204 were in "run 8" position (wide open). They smashed into GP-20 No. 4076, which was backing down the ready track. Results: the 6440 humped up in the middle, due to a broken frame, the 3204 sustained damage estimated at $35,000 (prime mover broken off block), and the 4076's rear catwalk was knocked about five feet lower than normal. The electrician himself got out with minor injuries, but the hostler and his helper on 4076 are in the SP hospital in San Francisco, one of them in critical condition. F-7A No. 6440 will be scrapped.

Dick says also that the SP is very short on power. As a result, commuter-pool Trainmasters have been hauling freight out of Bayshore and San Jose to Tracy, Stockton, and Roseville in non-commuter hours. Furthermore, Alco RS-32's usually assigned to Peninsula switching, are out on the main, while freight F-7's, which had been in rotary plow service, also are back on the main! Alco hydraulic No. 9800 was seen in Los Angeles on April 17th, the first time since it was new.

Concerning our RS-2/3 feature, I really goofed on the Lehigh & Hudson River roster, as this carrier is now reportedly down to one RS-3, No. 1. Among the readers who wrote in on this is Elliott Kahn, of Clearwater Beach, Fla., who says that seven years ago L&HR began replacing its RS-3's with new C-420's. Now, in addition to RS-3 No. 1, the nine C-420's (21-29) and some borrowed power from Jersey Central (RS-3's and sometimes GP-7's) operate the line.

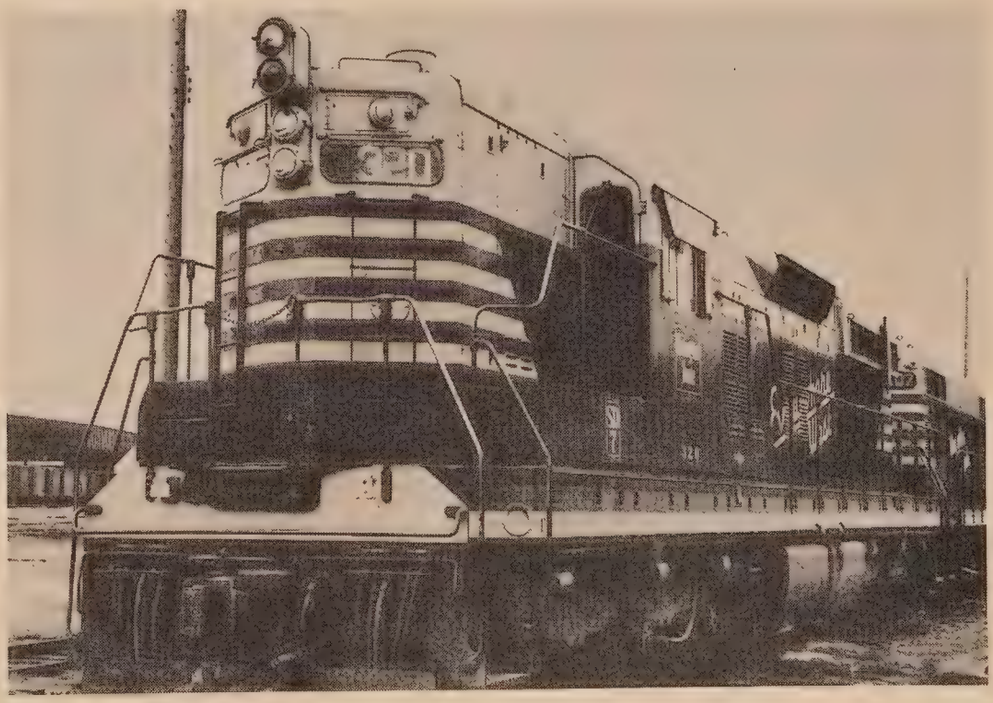
According to John Parker, 1439 Alpine Drive, Aiken, S.C., the reason for the high, short hoods on some Western Maryland and one Pennsy RS-3's was the presence of both train heat and dynamic braking; one without the other wouldn't need that extra space. He says the Chicago & North Western also had RS-3's with this variation. The Southern operates many RS-3's in John's area; he mentions the newly-painted 6881 and sister 2045.

Our Locomotives for This Month are the SD-7 and SD-9, the look-alike counterparts of the GP-7 and GP-9. Both units ride on six-wheel trucks and are the six-motor versions of their smaller companion models, while carrying the same horsepower. The SD-7, rated at 1500 hp., was produced with the GP-7 as a "special duty" (SD) version for use where six motors and more braking capacity were needed. About 186 SD-7's were produced in the period March '52 to Nov. '53. The unit is naturally longer than the GP-7 it closely resembles.

The SD-9 is the six-motor version of the GP-9, carrying 1750 hp. and looking almost exactly like the SD-7. The external difference between SD-7's and SD-9's is found in the position of the small classification lights on the top edge of the hood. These lights on the SD-7 are well indented, about halfway between the headlight and the edge of the hood. The SD-9's lights are nearer the edge of the hood, right at the end of the numberboards. Three hundred and fifty-eight SD-9's were built between 1954-'59.

Send diesel news to my home, 792 Farnham Court, Cincinnati, Ohio, 45240. ●

Duluth, Missabe & Iron Range SD-9 No. 104 at Proctor, Minnesota, in 1957.
Photograph by Bob Anderson



Burlington passenger SD-7 with Mars headlight and stack for steam generator.
Photographed by Jim Edmonston at Chicago in 1957

HOBBY CLUB

conducted by Sy Reich

A RARE collection of 8x10" glass negatives of old Erie stations—some 800 in all—has been presented to the George Arents Research Library of Syracuse University, Syracuse, N.Y. 13210. Taken in 1909, the photos cover many scattered depots from New York to Chicago, including branch lines. The negatives were about to be discarded when a railfan heard of them and prevailed upon the Erie Lackawanna to turn over the plates to him for identifying and indexing. Syracuse University was selected as recipient of this gift because it already has much Erie documentary material and has indicated a desire to preserve railway memorabilia and make it available to researchers. We salute this fine example of saving an irreplaceable photo collection.

"I started taking engine pictures in 1932," writes railroad book author Guy L. Dunscomb, 1418 Fordham Ave., Modesto, Calif. 95350, "because of your *International Engine Picture Club* (now *Switch List*), inaugurated that year. Besides building up a collection of some 20,000 photos and much other railroadiana, which I have insured for $29,000, I have a complete file of *Railroad* from Dec. 1929 to date and many good friends in the hobby. I wish you'd publish more steam material on the 1900-1930 era."

A serious student of the Lackawanna for 60 years, Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J. 07940, is now completing a comprehensive history of that road, on which he has labored for the past decade. He lacks only a few specific items to round out his illustrated story, and wants to buy or borrow sharp, original photos of the DL&W icehouse at Gouldsboro, Pa.

Colorado and New Mexico jointly bought the Antonito-to-Chama narrow-gage line from the Denver & Rio Grande Western last year for $547,120. Governor Love of Colorado has signed a contract for Scenic Railways, Inc., of Califorina, to operate the line as the Cumbres & Toltec Scenic Railroad. The contract calls for at least 10 trips this year on the 64-mile road, which had not run a regularly scheduled passenger train in about 20 years. The line reaches a height of 10,015 feet at Cumbres Pass, highest pass in the U.S., reports F. M. Freeman, of Denver.

Two admirers look at each other: (*left*) Atlantic Coast Line 4-6-2 No. 1504 on display at SCL headquarters in Jacksonville, Fla.; (*right*) pretty Joan Hatch.
Photographed 13 Feb. 1971 by Wm. T. Morgan, Box 6863, Fort Myers, Fla. 33902

To help teachers in their classroom programs, the Colorado Railroad Museum, P.O. Box 641, Golden, Colo. 80401, has prepared a detailed kit of the state's railroad history. The packet, available to schools only, includes a map, publications, old documents, and slides, about 30 items in all. Price is $5; the museum makes no profit, since the price just about covers the cost.

A group dedicated to improving passenger service in the Wisconsin area has recently been formed. Called the "Hiawatha Booster's Club," it seeks to rejuvenate the fine tradition once symbolized by the *Hiawatha,* though the group doesn't say how. Details from Rodney Kreunen, 1908 Adams St., Madison, Wisc.

Tennessee Valley Railroad Museum is selling 8x11" full-color lithographs of the Civil War locomotive *General.* Made in 1962, after the engine had been renovated by the Louisville & Nashville for its national tour during the Civil War Centennial, they are suitable for framing. Each costs 75¢ postpaid from TVRM, P.O. Box 44, Chattanooga, Tenn. 37401.

Laona & Northern is running its "Lumberjack Special" this summer, until August 28th, behind its 1916 Vulcan 2-8-2. An afternoon trip takes you 17 miles from Laona, Wisc., to Laona Junction. This road also has an 1896 boxcar, one of the oldest in the Midwest. Self-addressed stamped envelope brings a brochure from Miss Sharon Olson, Advertising Co-ordinator, Connor Forest Industries, 131 Thomas St., Wausau, Wisc. 54401.

An overseas railfan is making and selling fiberglas replicas of old British railway cast-iron trespass, restriction, and warning notices. Details from Alan Turner, Rothesay, Brigg Rd., Scawby Brook, Lincolnshire, England.

Rock Island stationery, embossed with the legend, "Route of the Rockets," plus an engraving of a speeding passenger train, is available from M.H. Bonesteel, Director of Suburban and

Passenger Services, Rm. 200, LaSalle St. Station, 139 W. Van Buren St., Chicago, Ill. 60605. The stationery consists of 5x6" double-fold paper plus matching envelope. Fifty sheets with enevelopes cost $1.50; 250 sheets with envelopes, $6. Make out checks to "Rock Island Lines."

"There is no danger of our hobby splitting up into two interest groups," writes Stan J. Smaill, 3495 Patricia Ave., Montreal 262, P.Q., Canada, referring to Mike Schafer's comments in our June department. "Fans like myself have a major interest in one phase of the hobby (mine is locomotives), but many go for railroads generally. Here in the Montreal area, many railfans ride fantrips no matter what is pulling the train. Also, monthly meetings of the Canadian Railroad Historical Association show that the majority of those attending are railfans who just like trains, with no specialization in the hobby."

Columbia Park & Southwestern Electric Ry. operates "Trolleyville U.S.A." from 1 to 6 p.m. on Saturdays, Sundays, and holidays through Sept. 26th. Its trolleys include former Vera Cruz open cars; Chicago, Aurora, & Elgin interurbans; Shaker Heights cars; doubledeckers from Blackpool, England; and others. Line is accessible by auto from exits 9 and 10 of Ohio Turnpike, but public transport is not so convenient. Details from CP&SW Ry., 7100B Columbia Rd., Olmstead Falls, Ohio 44138.

The New Hope & Ivyland will be host for part of the 1971 National Railway Historical Society convention Sept. 3rd. A special train for the Lehigh Chapter will leave New Hope at 9 a.m., returning about 1 p.m., headed by former Canadian National 4-6-0 No. 1533. Five dollars will get you a ticket, children 5-12, half fare, advises NH&I public relations director Bill Heim. Contact Dick Roden, care of NH&I RR., New Hope, Pa. 18938. The line operates a mixed train Sat. evenings, leaving New Hope at 6:30 for a 34-mile, 3-hour round trip; fare $4.

Canadian Pacific No. 3512, an M4g-class 2-8-0 built in 1907, is shown loading cars on barge at Slocan City, B.C., Canada, on Slocan Lake, July 8, 1946. In 1947, this same engine was lost from a barge on this lake and never recovered.
Jim Hope, 3501 Highway Drive, Trail, B.C., Canada

New Publications

A detailed authentic listing of Santa Fe passenger train consists as of Jan. 10, 1937, has been adapted from an old company document mentioning the cars used, and where, on most AT&SF trains at that time. Numerous photos and diagrams are included in this booklet: *Santa Fe Passenger Train Consists*, 42 pages, 8½x11", soft cover, $3.50 from Wayner Publications, P.O. Box 871, Ansonia Sta., New York, N.Y. 10023. Publisher Robert J. Wayner has expert knowledge of U.S. passenger trains—in fact, is one of the nation's leading authorities in that field.

Two more Pullman reprints by Wayner are also available: *Private Car Service*, 1939 edition, 18 pages, 11x8½", soft cover, $1.75, giving information of interest to all you vicarious plutocrats who wish you could hire a Pullman private car and go traipsing all over in it. Diagrams and descriptions of 8 typical private cars for rent are included, plus much other data, including costs prevailing at that time.

***The Pullman Scrapbook*, entertaining and informative, 100 pages, describes various phases of Pullman history and operation culled from *The Pullman News*, the company publication, edited by Bob, at $4.95. Other Wayner books include the popular *All-Time Index to Railroad Magazine, Trains, Model Railroader, and Railroad Model Craftsman*, 186 pages, $6.95.**

***Pictorial Catalog of Steam Locomotive Types and Wheel Arrangements*, an 8½x11" booklet, illustrates 37 different steam locos with mostly large, good-quality photos. Price not specified. Contact W. Alva Long, 212 Morris Ave., Federalsburg, Md., 21632.**

***Bulletin 124* of the Railway & Locomotive Historical Society is now available, 98 pages, illustrated, $2 for members, $3 for non-members, from the R&LHS, Baker Library, Harvard Business School, Boston, Mass. 02163. Latest in the series of widely-accredited *Bulletins* from this 50-year-old organisation, and edited by John H. White of the Smithsonian Institution, this issue deals with the Virginia & Truckee's famous *Reno* and *Genoa* locomotives; the Nashville, Chattanooga & St. Louis's *Dixie Flyer*; the Rio Grande & Southwestern Railroad; Historic Railroad Sites; the dangers of preserving photos taken on old nitrate film; Pennsy 2-8-0 types; 2-10-0 locos built for Russia, etc. Greatly improved photograph reproduction will be noticed in this issue, dated April, 1971.**

White Pass & Yukon 81-tonner, No. 90.

White Pass & Yukon Route

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date Built	Notes
1	150	GE	25-ton	B	15,000	50,000	1947	1
2	150	GE	25-ton	B	15,000	50,000	1947	1
3	175	Plymouth	ML-6	B	10,000	40,000	1942	2, 4
90-91	800	GE	——	C-C	50,000	167,000	1954	3
92-94	800	GE	——	C-C	51,000	172,000	1956	3
95-97	800	GE	——	C-C	51,000	167,000	1963	3
98-100	900	GE	——	C-C	51,240	170,000	1966	3
101-107	1200	MLW	DL-535E	C-C	53,590	210,000	1969	4

Roster is based on data from WP&Y superintendent and GE manager of loco, pricing and remfg. operation. It is accurate as of Jan. 28, 1971. Locomotive builder: GE, General Electric Co. and MLW, Montreal Locomotive Works.

(1) WP&Y 1-2 were originally Colorado Fuel & Iron ?, then WP&Y 1-2 (1/70).

(2) WP&Y 3 was originally U.S. Army 7651, then WP&Y 3.

(3) WP&Y 91-97 have been rerated to 890 hp. WP&Y 98-100 rerated to 990 hp.

(4) WP&Y 3, 102, 104 were destroyed in a roundhouse fire (10/69).

One train Amtrak didn't want but was still operating after May 1st cutoff date was BN's Chicago to Quincy, Ill., local. Train is seen at Quincy last May 5th led by No. 9983; 30-day court injunction kept it running.
Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

Burlington Northern

Locomotive Roster Compiled by Sy Reich

Railroad Class	BN Road Numbers	Former Road	RR and Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date Built	Notes
SW-3	1	CB&Q	9103	360	GE	44-ton	B-B	22,000	88,850	1940	1
SW-3	2-4	CB&Q	9105-9106, 9104	360	GE	44-ton	B-B	22,000	88,850	1940	1, 2
ASW-2	6	NP	603	660	Alco-GE	S1	B-B	48,540	198,000	1945	3
BSW-2	7	NP	651	660	Baldwin	VO 660	B-B	49,450	197,800	1942	4
ASW-2	11	SP&S	11	660	Alco-GE	S1	B-B	49,500	198,000	1941	
SW-1	76	CB&Q	9138	600	GM-EMC	SW1	B-B	50,000	200,000	1939	5
SW-1	77	GN	77	600	GM-EMD	SW1	B-B	50,683	202,730	1941	6
SW-1	78-79	CB&Q	9136-9137	600	GM-EMC	SW1	B-B	50,000	200,000	1939	
SW-1	80-83	GN	80-83	600	GM-EMD	SW1	B-B	49,780	199,120	1950	
SW-1	84-85	CB&Q	9139-9140	600	GM-EMC	SW1	B-B	50,000	200,000	1939	
SW-1	86-91	CB&Q	9141-9145, 9147	600	GM-EMD	SW1	B-B	49,600	198,400	1940	
SW-1	92-97	CB&Q	9148-9153	600	GM-EMD	SW1	B-B	49,600	198,400	1941	
SW-8	98-99	GN	98-99	800	GM-EMD	SW8	B-B	58,125	232,500	1951	
SW-900	100	NP	100	900	GM-EMC	NW	B-B	58,015	232,060	1938	7
SW-8	101	GN	101	900	GM-EMC	NW1	B-B	58,110	232,440	1938	8
SW-4	106	GN	100	900	GM-EMC	NW	B-B	62,355	249,420	1938	9
SW-7	107-114	NP	107-114 (2nd)	1200	GM-EMD	SW7	B-B	61,568	246,270	1949	
SW-7	115-126	CB&Q	9249-9260	1200	GM-EMD	SW7	B-B	61,831	247,325	1950	
SW-7	127-134	CB&Q	9261-9268	1200	GM-EMD	SW7	B-B	61,831	247,325	1950	
SW-7	135-142	GN	163-170	1200	GM-EMD	SW7	B-B	61,967	247,860	1950	
SW-7	143-145	GN	11-13	1200	GM-EMD	SW7	B-B	63,715	254,860	1950	
SW-7	146-148	GN	14-16	1200	GMD	SW9	B-B	62,095	248,380	1950	
SW-7	149-155	GN	17-23	1200	GM-EMD	SW9	B-B	61,925	247,700	1951	
SW-9	156-158	NP	115-117 (2nd)	1200	GM-EMD	SW9	B-B	61,568	246,270	1952	
SW-9	159	NP	118 (2nd)	1200	GM-EMD	SW9	B-B	61,568	246,270	1953	
SW-9	160-161	CB&Q	9269-9270	1200	GM-EMD	SW9	B-B	61,831	247,325	1951	
SW-9	162-166	GN	29-33	1200	GM-EMD	SW1200	B-B	62,040	248,160	1957	
SW-9	167-169	SP&S	43-45	1200	GM-EMD	SW9	B-B	61,480	245,910	1951	
SW-12	170-177	NP	170-177 (2nd)	1200	GM-EMD	SW1200	B-B	61,585	246,340	1958	
SW-12	178-180	NP	119-121 (2nd)	1200	GM-EMD	SW1200	B-B	61,685	246,740	1955	
SW-12	181-184	NP	122-125 (2nd)	1200	GM-EMD	SW1200	B-B	61,685	246,740	1955	
SW-12	185	NP	126 (2nd)	1200	GM-EMD	SW1200	B-B	61,685	246,740	1955	
SW-12	186-188	NP	127-129 (2nd)	1200	GM-EMD	SW1200	B-B	61,685	246,740	1955	
SW-12	189	NP	130 (2nd)	1200	GM-EMD	SW1200	B-B	61,625	246,540	1955	
SW-12	190-191	NP	131-132 (2nd)	1200	GM-EMD	SW1200	B-B	61,705	246,820	1956	
SW-12	192-193	NP	133-134	1200	GM-EMD	SW1200	B-B	61,705	246,820	1956	
SW-12	194-199	NP	135-140	1200	GM-EMD	SW1200	B-B	61,775	247,100	1956	
SW-12	200-204	NP	141-145	1200	GM-EMD	SW1200	B-B	61,523	246,090	1956	
SW-12	205	NP	146	1200	GM-EMD	SW1200	B-B	61,485	245,940	1957	
SW-12	206-207	NP	147-148	1200	GM-EMD	SW1200	B-B	61,485	245,940	1957	
SW-12	208-209	NP	149-150 (2nd)	1200	GM-EMD	SW1200	B-B	61,485	245,940	1957	
SW-12	210-221	NP	151-162 (2nd)	1200	GM-EMD	SW1200	B-B	61,635	246,540	1957	
SW-12	222-228	NP	163-169 (2nd)	1200	GM-EMD	SW1200	B-B	61,585	246,340	1957-8	
SW-12	229-238	CB&Q	9271-9280	1200	GM-EMD	SW1200	B-B	62,180	248,720	1955	
SW-12	239-250	CB&Q	9281-9292	1200	GM-EMD	SW1200	B-B	62,087	248,346	1965	
SW-15	300-309	GN	200-209 (2nd)	1500	GM-EMD	SW1500	B-B	65,200	260,800	1967	
BSW-1000	401	NP	401	1000	Baldwin	VO 1000	B-B	59,900	239,600	1941	10
BSW-1000	402-403	NP	402-403	1000	Baldwin	VO 1000	B-B	58,250	233,000	1942	10
BSW-1000	404	NP	404	1000	Baldwin	VO 1000	B-B	59,000	236,000	1944	10
BSW-1000	405	BN	427	1000	Baldwin	VO 1000	B-B	60,575	242,300	1945	
BSW	406	BN	428	1500	BW	DRS 4-4-1500	B-B	64,375	257,500	1948	
BSW	407	BN	429	1500	BW	DRS 6-6-1500	C-C	74,850	299,400	1948	
BSW-1000	408	BN	408	1000	Baldwin	VO 1000	B-B	60,325	241,300	1944	10, 11
BSW-1000	409	NP	409	1000	Baldwin	VO 1000	B-B	60,325	241,300	1944	10
BSW-1000	410	NP	410	1000	Baldwin	VO 1000	B-B	60,325	241,300	1944	10, 11
BSW-1000	412-413	NP	412-413	1000	Baldwin	VO 1000	B-B	60,575	242,300	1945	10
BSW-1000	415, 417	NP	415, 417	1000	Baldwin	VO 1000	B-B	60,575	242,300	1945	10
BSW-1000	419	NP	419	1000	Baldwin	VO 1000	B-B	60,575	242,300	1945	10
BSW-1000	421, 422, 424, 425, 427	NP	421, 422, 424, 425, 427	1000	Baldwin	VO 1000	B-B	60,575	242,300	1945	10, 11, 12

Railroad Class	BN Road Numbers	Former Road	RR and Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date Built	Notes
BSW	428	NP	501	1500	BW	DRS 4-4-1500	B-B	62,250	257,500	1948	12, 13
BSW	429	NP	525	1500	BW	DRS 6-6-1500	C-C	73,550	299,400	1948	12, 14
NW-2	450-458	GP	102-110	1000	GM-EMC	NW2	B-B	62,690	250,760	1939	15
NW-2	459-470	GN	112-123	1000	GM-EMC	NW2	B-B	62,690	250,760	1939	15
NW-2	471-478	GN	124-131	1000	GM-EMD	NW2	B-B	62,690	250,760	1941	15
NW-2	479-481	GN	134-136	1000	GM-EMD	NW2	B-B	62,690	250,760	1942	15
NW-2	482-487	GN	145-150	1000	GM-EMD	NW2	B-B	62,680	250,720	1945	
NW-2	488-499	GN	151-162	1000	GM-EMD	NW2	B-B	61,870	247,480	1949	
NW-2	500-501	GN	9203-9204	1000	GM-EMD	NW2	B-B	62,475	249,900	1940	
NW-2	502-516	CB&Q	9205-9219	1000	GM-EMD	NW2	B-B	62,475	249,900	1941	
NW-2	517-544	CB&Q	9220-9247	1000	GM-EMD	NW2	B-B	61,950	247,800	1946	
NW-2	545	CB&Q	9248	1000	GM-EMD	NW2	B-B	61,950	247,800	1949	
NW-2	546-547	CB&Q	9400A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	62,280	249,120	1947	16
NW-2	548-565	CB&Q	9401A,B-9409A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	62,280	249,120	1949	16
NW-2	566-573	CB&Q	9410A,B-9413A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	62,280	249,120	1949	16
NW-2	574-585	CB&Q	9310-9321	1000	GM-EMD	SW1000	B-B	62,060	248,240	1966	
NW-2	586	NP	99 (2nd)	1000	GM-EMD	NW2	B-B	61,188	244,750	1948	17
NW-2	588-589	NP	102-103	1000	GM-EMD	NW2	B-B	62,375	249,500	1940	
NW-2	590-592	NP	104-106	1000	GM-EMD	NW2	B-B	61,950	247,800	1941	
NW-2	593-595	SO&S	40-42	1000	GM-EMD	NW2	B-B	61,825	247,300	1948	
F-3-5-7	600, 602	GN	271A,B	1500	GM-EMD	F7A	B-B	60,715	242,860	1952	18
F-3-5-7	604, 606, 608, 610	GN	273A,B-274A,B	1500	GM-EMD	F7A	B-B	60,570	242,280	1950	18
F-3-5-7	612, 614	GN	275A (2nd), 275B	1500	GM-EMD	F5A	B-B	60,500	242,000	1947	19
F-3-5-7	616	GN	276A	1500	GM-EMD	F7A	B-B	60,700	242,800	1950	20
F-3-5-7	618	GN	276B	1500	GM-EMD	F5A	B-B	60,475	241,900	1948	21
F-3-5-7	620-630 even only	GN	307A,C-309A,C	1500	GM-EMD	F7A	B-B	60,150	240,600	1950	
F-3-5-7	632-658 even only	GN	311A,C-317A,C	1500	GM-EMD	F7A	B-B	61,700	246,800	1952	1
F-3-5-7	660-670 even only	GN	448A,D, 452A,D, 454A,D	1500	GM-EMD	F7A	B-B	58,130	232,520	1950	1, 11
F-3-5-7	672	GN	460A	1500	GM-EMD	F7A	B-B	61,990	247,960	1952	
F-3-5-7	674	GN	456D	1500	GM-EMD	F7A	B-B	61,950	247,800	1950	
F-3-5-7	676, 678	GN	458A,D	1500	GM-EMD	F5A	B-B	58,300	233,200	1948	22
F-3-5-7	680	GN	460D	1350	GM-EMD			62,150	248,600	1944	23
F-3-5-7	682, 684 686	GN	462D, 464A,D	1500	GM-EMD	F7A	B-B	61,175	244,700	1953	
F-3-5-7	688-694 even only	GN	466A,D, 468A,D	1500	GM-EMD	F7A	B-B	61,545	246,180	1953	
F-3-5-7	696	GN	470D	1500	GM-EMD	F5A	B-B	57,543	230,170	1948	24
F-3-5-7	698, 700	GN	474A,D	1500	GM-EMD	F7A	B-B	59,227	236,910	1949	25
F-3-5-7	621, 625, 629	GN	307B-309B	1500	GM-EMD	F7A	B-B	57,875	231,500	1950	1
F-3-5-7	633, 637, 641, 645, 649, 653, 657	GN	311B-317B	1500	GM-EMD	F7B	B-B	61,645	246,580	1952	
				1500	GM-EMD	F7B	B-B				
				1500	GM-EMD	F7B	B-B				
				1350	GM-EMD	F7B	B-B				
F-3-5-7	661, 663 665, 669, 671, 673, 675	GN	448B,C, 452C, 454B,C, 456B,C	1500	GM-EMD	F7B	B-B	57,545	230,180	1950	1, 11
F-3-5-7	677	GN	458C	1500	GM-EMD			57,640	230,560	1952	
F-3-5-7	679		460C	1500	GM-EMD	F7B		57,875	231,500	1944	1, 26
F-3-5-7	687, 689, 691, 693		466B,C, 468B,C	1500	GM-EMD	F3A		61,615	246,460	1953	1
							B-B				
F-3-5-7	702, 704	NP	6000D, 6001A (2nd)	1500	GM-EMD		B-B	61,250	245,000	1947	11, 27
F-3-5-7	706	NP	6005A (2nd)	1500	GM-EMD	F5A	B-B	61,250	245,000	1948	28
F-3-5-7	710-724 even only	NP	6007A,D, 6008D, 6009A,D, 6010A-6012A (2nd)	1500	GM-EMD	F7A	B-B	61,250	245,000	1950	
F-3-5-7	730-740 even only 744, 746, 748, 750	NP	6013D, 6014A,D, 6015A,D, 6016A, 6017A,D, 6018A,D (2nd)	1500	GM-EMD	F7A	B-B	61,530	246,120	1951	
F-3-5-7	752, 754 756, 758	NP	6019A,D, 6020A,D	1500	GM-EMD	F5A	B-B	61,530	246,120	1951	
F-3-5-7	760, 762	NP	6015A-6052A	1500	GM-EMD	F7A	B-B	61,250	245,000	1948	29
F-3-5-7	701-709 odd only	NP	6000B, 6001C, 6002B,C, 6003C (2nd)	1500	GM-EMD	F3B	B-B	61,250	245,000	1947	11, 30
F-3-5-7	711	NP	6005C (2nd)	1500	GM-EMD	F3B	B-B	61,250	245,000	1947	31
F-3-5-7	713-727 odd only	NP	6008B,C, 6009B,C, 6010B, 6011B,C, 6012B (2nd)	1500	GM-EMD	F7B	B-B	61,250	250,000	1950	1, 11, 97
F-3-5-7	729-751 odd only	NP	6013B,C-6018B,C (2nd)	1500	GM-EMD	F7B	B-B	61,530	246,120	1951	1
F-3-5-7	753, 755, 757, 759	NP	6019B,C-6020B,C			F7B	B-B	61,530	246,120	1951	1
F-3-5-7	761	NP	6012C (2nd)			F7B	B-B	61,250	245,000	1950	
F-3-5-7	763	NP	6000C (2nd)	1750	GM-EMD	F3B	B-B	61,250	245,000	1947	32
F-3-5-7	796	CB&Q	168A	1750	GM-EMD	F7A	B-B	61,250	245,000	1950	11
F-3-5-7	798	NP	5409D	1350	GM-EMD	FTA	B-B	62,525	250,100	1945	11, 33
F-3-5-7	799	NP	5404C	1350	GM-EMD	FTB	B-B	62,238	248,950	1944	11, 34
F-9	800, 804, 806	NP	7000A, 7001A,D	1750	GM-EMD	F9A	B-B	62,375	249,500	1954	
F-9	808-820 even only, 824, 826	NP	7002A,D-7004A,D, 7005A, 7006A,D	1750	GM-EMD	F9A	B-B	62,262	249,050	1954	
F-9	828	NP	7010A	1750	GM-EMD	F9A	B-B	62,135	248,540	1956	
F-9	830, 832, 834	NP	7008D, 7009A,D	1750	GM-EMD	F9A	B-B	62,310	249,240	1955	
F-9	836-844 even only		7011A, 7012A,D, 7014A,D	1750	GM-EMD	F9A	B-B	62,135	248,540	1956	
F-9	846	NP	7052A	1750	GM-EMD		B-B	62,198	248,790	1956	35
F-9	801, 803, 805, 807	NP	7000B,C-7001B,C	1750	GM-EMD	F9B	B-B	62,375	249,500	1954	
F-9	809; 813-827 odd only	NP	7002B, 7003B,C-7006B,C	1750	GM-EMD	F9B	B-B	62,262	249,050	1954	
F-9	829, 831 833, 835	NP	7008B,C-7009B,C	1750	GM-EMD	F9B	B-B	62,310	249,240	1955	
F-9	837, 839, 841, 843	NP	7011B, 7012B,C, 7013B	1750	GM-EMD	F9B	B-B	62,135	248,540	1956	
F-9	845-853 odd only	GN	470B, 472B,C, 474B,C	1750	GM-EMD	F9B	B-B	62,075	248,300	1954	
ASW-10	800-901	NP	700-701	1000	Alco-GE	S2	B-B	57,500	230,000	1941	11, 36
ASW-10	902-903	NP	702-703	1000	Alco-GE	S2	B-B	57,500	230,000	1942	36
ASW-10	904-905	NP	704-705	1000	Alco-GE	S2	B-B	57,500	230,000	1943	36
ASW-10	906-907	NP	706-707	1000	Alco-GE	S2	B-B	57,500	230,000	1943	36
ASW-10	908-909	NP	708-709	1000	Alco-GE	S2	B-B	57,500	230,000	1943	36
ASW-10	910	NP	710	1000	Alco-GE	S2	B-B	57,500	230,000	1944	36
ASW-10	911-912	NP	711-712	1000	Alco-GE	S2	B-B	57,500	230,000	1949	
ASW-10	913	NP	713	1000	Alco-GE	S-4	B-B	57,425	229,700	1951	
ASW-10	914-916	NP	714-716	1000	Alco-GE	S-4	B-B	57,425	229,700	1951	11
ASW-10	917-919	NP	717-719	1000	Alco-GE	S-4	B-B	57,425	229,700	1953	

Railroad Class	BN Road Numbers	Former Road	RR and Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date Built	Notes
ASW-10	920-923	NP	720-723	1000	Alco-GE	S-4	B-B	57,500	230,000	1953-4	
ASW-10	934	SP&S	22	1000	Alco-GE	S2	B-B	57,500	230,000	1942	
ASW-10	935-936	SP&S	23-24	1000	Alco-GE	S2	B-B	57,500	230,000	1943	
ASW-10	937-940	SP&S	25-28	1000	Alco-GE	S2	B-B	57,500	230,000	1943	
ASW-6	950	NP	750	900	Alco	S6	B-B	61,200	244,800	1955	
ARS-1	951	NP	801	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	11, 37
ARS-1	952-953	NP	802-803	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	37
NW-5	986-995	GN	186-195	1000	GM-EMD	NW5	B-B	54,230	216,920	1946	
GP-5	1350-1353	GN	900-903	1350	GM-EMD	GP9	B-B	59,950	239,800	1958	38
GP-5	1354-1365	GN	904-915	1350	GM-EMD	GP9	B-B	60,450	241,800	1959	38
GP-7	1500-1505	GN	600-605	1500	GM-EMD	GP7	B-B	61,910	247,640	1950	
GP-7	1506-1522	GN	606-622	1500	GM-EMD	GP7	B-B	61,815	247,260	1950	
GP-7	1523-1549	GN	623-649	1500	GM-EMD	GP7	B-B	61,815	247,260	1951	
GP-7	1550-1552	GN	650-652	1500	GM-EMD	GP7	B-B	62,325	249,300	1951	
GP-7	1553-1555	GN	653-655	1500	GM-EMD	GP7	B-B	61,705	246,820	1953	
GP-7	1556-1595	CB&Q	200-203	1500	GM-EMD	GP7	B-B	62,525	250,100	1951	
GP-7	1596-1608	CB&Q	240-252	1500	GM-EMD	GP7	B-B	62,525	250,100	1952	
GP-7	1609-1623	CB&Q	253-267	1500	GM-EMD	GP7	B-B	62,525	250,100	1953	
GP-7	1624-1625	NP	550-551	1500	GM-EMD	GP7	B-B	63,613	254,450	1950	
GP-7	1626-1628	NP	552-554	1500	GM-EMD	GP7	B-B	63,138	252,550	1951	
GP-7	1629-1632	NP	555-558	1500	GM-EMD	GP7	B-B	63,138	252,550	1952	
GP-7	1633	NP	559	1500	GM-EMD	GP7	B-B	62,475	249,900	1952	
GP-7	1634-1637	NP	560-563	1500	GM-EMD	GP7	B-B	63,563	254,250	1953	
GP-7	1638-1642	NP	564-568	1500	GM-EMD	GP7	B-B	62,550	250,200	1953	
GP-7	1643	NP	569	1500	GM-EMD	GP7	B-B	62,188	248,750	1953	
GP-9	1700-1703	NP	200-203	1750	GM-EMD	GP9	B-B	64,235	256,940	1954	
GP-9	1704-1713	NP	204-213	1750	GM-EMD	GP9	B-B	64,235	256,940	1955	
GP-9	1714-1715	NP	241-242	1750	GM-EMD	GP9	B-B	64,358	257,430	1955	
GP-9	1716	NP	243	1750	GM-EMD	GP9	B-B	64,143	256,570	1955	
GP-9	1717-1722	NP	269-274	1750	GM-EMD	GP9	B-B	64,203	256,810	1956	
GP-9	1723-1742	NP	285-304	1750	GM-EMD	GP9	B-B	61,545	246,180	1957	
GP-9	1743-1754	NP	305-316	1750	GM-EMD	GP9	B-B	61,545	246,180	1957	
GP-9	1755-1760	NP	345-350	1750	GM-EMD	GP9	B-B	61,510	246,040	1958	
GP-9	1761-1772	GN	688-699	1750	GM-EMD	GP9	B-B	63,285	253,140	1957	
GP-9	1773-1776	GN	700-703	1750	GM-EMD	GP9	B-B	63,210	252,840	1955	
GP-9	1777-1782	GN	704-709	1750	GM-EMD	GP9	B-B	62,970	251,880	1956	
GP-9	1783-1784	GN	710-711	1750	GM-EMD	GP9	B-B	62,970	251,880	1956	
GP-9	1785-1795	GN	712-722	1750	GM-EMD	GP9	B-B	62,690	250,760	1957	
GP-9	1796-1797, 1799-1800	GN	723-724, 726-727	1750	GM-EMD	GP9	B-B	63,090	252,360	1957-8	39
GP-9	1801-1805	GN	728-732	1750	GM-EMD	GP9	B-B	62,750	251,000	1958	40
GP-9	1806-1807	GN	733-734	1750	GM-EMD	GP9	B-B	62,750	251,000	1959	41
GP-9	1808-1826, 1828-1830	GN	656-674, 676-678	1750	GM-EMD	GP9	B-B	61,619	246,475	1954	
GP-9	1831-1832	GN	679-680	1750	GM-EMD	GP9	B-B	64,000	256,000	1954	
GP-9	1833-1839	GN	681-687	1750	GM-EMD	GP9	B-B	63,300	253,200	1956	
GP-9	1840-1843	NP	214-217	1750	GM-EMD	GP9	B-B	64,775	259,100	1955	
GP-9	1844-1866	NP	218-240	1750	GM-EMD	GP9	B-B	64,508	258,030	1955	
GP-9	1867-1868	NP	244-245	1750	GM-EMD	GP9	B-B	63,200	252,800	1956	
GP-9	1869-1883	NP	246-260	1750	GM-EMD	GP9	B-B	64,625	258,500	1956	
GP-9	1884-1891	NP	261-268	1750	GM-EMD	GP9	B-B	62,010	248,040	1956	
GP-9	1892-1901	NP	275-284	1750	GM-EMD	GP9	B-B	64,575	258,300	1956	
GP-9	1902-1929	NP	317-344	1750	GM-EMD	GP9	B-B	61,325	245,300	1957	
GP-9	1930-1936	NP	351-357	1750	GM-EMD	GP9	B-B	61,335	245,340	1958	
GP-9	1937-1954	NP	358-375	1750	GM-EMD	GP9	B-B	61,595	246,380	1958	
GP-9	1955-1974	CB&Q	270-289	1750	GM-EMD	GP9	B-B	62,400	249,666	1954	
GP-9	1975-1978	SP&S	150-153	1750	GM-EMD	GP9	B-B	64,265	257,060	1956	
GP-9	1979-1980	SP&S	154-155	1750	GM-EMD	GP9	B-B	62,055	248,220	1956	
GP-18	1990-1998	NP	376-384	1800	GM-EMD	GP18	B-B	61,285	245,140	1960	
GP-20	2000-2011	GN	2000-2011	2000	GM-EMD	GP20	B-B	64,050	256,200	1960	42
GP-20	2012-2017	GN	2012-2017	2000	GM-EMD	GP20	B-B	63,300	253,200	1960	42
GP-20	2018-2035	GN	2018-2035	2000	GM-EMD	GP20	B-B	63,775	255,100	1960	42
GP-20	2036-2071	CB&Q	900-935	2000	GM-EMD	GP20	B-B	65,140	260,560	1961	
GP-38	2072-2077	SP&S	200-205 (2nd)	2000	GM-EMD	GP38	B-B	66,080	264,482	1970	43
GP-30	2200-2216	GN	3000-3016	2250	GM-EMD	GP30	B-B	65,180	260,720	1963	44
GP-30	2217-2246	CB&Q	940-969	2250	GM-EMD	GP30	B-B	64,350	257,400	1962	
GP-30	2247-2254	CB&Q	970-977	2250	GM-EMD	GP30	B-B	65,078	260,313	1963	
GP-35	2500-2508	GN	3017-3027	2500	GM-EMD	GP35	B-B	65,060	260,240	1964	45
GP-35	2509-2523	GN	3026-3040	2500	GM-EMD	GP35	B-B	64,890	259,920	1965	46
GP-35	2524-2527	CB&Q	978-981	2500	GM-EMD	GP35	B-B	65,554	262,213	1963	
GP-35	2528-2529	CB&Q	982-983	2500	GM-EMD	GP35	B-B	65,583	260,733	1964	
GP-35	2530-2531	CB&Q	984-985	2500	GM-EMD	GP35	B-B	65,583	260,733	1964	
GP-35	2532-2537	CB&Q	986-991	2500	GM-EMD	GP35	B-B	65,583	260,733	1964	
GP-35	2538-2541	CB&Q	992-995	2500	GM-EMD	GP35	B-B	65,583	260,733	1964	
GP-35	2542-2545	CB&Q	996-999	2500	GM-EMD	GP35	B-B	65,583	260,733	1964	
GP-40	3000-3019	CB&Q	170-189	3000	GM-EMD	GP40	B-B	68,300	273,200	1967	
GP-40	3020-3039	CB&Q	620-639	3000	GM-EMD	GP40	B-B	68,703	274,813	1968	
ARS-2	4000	SP&S	60	1500	Alco-GE	RS-2	B-B	62,250	249,000	1949	
ARS-2	4001	SP&S	61	1500	Alco-GE	RS-2	B-B	60,765	243,060	1949	
ARS-2	4002	SP&S	62	1500	Alco-GE	RS-2	B-B	62,250	249,000	1950	
A-415	4010-4011	SP&S	100-101	1500	Alco Pr.	DL-415	B-B	64,475	257,960	1968	
A-RS-3	4050-4053	SP&S	65-68	1600	Alco-GE	RS-3	B-B	62,310	249,240	1950	
A-RS-3	4054-4055	SP&S	69-70	1600	Alco-GE	RS-3	B-B	62,250	249,000	1951	
A-RS-3	4056-4063	SP&S	71-78	1600	Alco-GE	RS-3	B-B	62,250	249,000	1951	
A-RS-3	4064-4065	SP&S	79-80	1600	Alco-GE	RS-3	B-B	62,250	249,000	1953	
A-RS-3	4066-4067	SP&S	81-82	1600	Alco-GE	RS-3	B-B	62,250	249,000	1953	
A-RS-3	4068-4069	SP&S	83-84	1600	Alco-GE	RS-3	B-B	62,250	249,000	1953	47
A-RS-3	4070-4073	SP&S	90-93	1600	Alco	RS-3	B-B	61,530	246,100	1955	48
A-RS-3	4074-4075	SP&S	94-95	1600	Alco	RS-3	B-B	61,530	246,100	1955	
A-RS-3	4076-4078	SP&S	96-98	1600	Alco	RS-3	B-B	61,530	246,100	1955	
A-RS-3	4081-4086	NP	857-862	1600	Alco	RS-3	B-B	62,300	249,200	1955	1
A-RS-3	4087	NP	863	1600	Alco	RS-3	B-B	61,185	244,740	1955	11
A-RFA	4100-4108 even only	SP&S	856-860	1500	Alco-GE	FA-1	B-B	62,295	249,180	1949	1, 49
A-RFA	4112, 4114	SP&S	862-863	1500	Alco-GE	FA-1	B-B	62,125	248,500	1948	50
A-RFA	4116, 4118	SP&S	864, 865	1500	Alco-GE	FA-1	B-B	62,125	248,500	1949	51
A-RFA	4120, 4122	SP&S	866-867	1600	Alco-GE	FA-2	B-B	62,125	248,500	1950	52
A-RFA	4126	SP&S	869	1600	Alco-GE	FA-2	B-B	62,150	248,600	1950	52
A-RS-11	4180-4181	NP	900-901	1800	Alco Pr.	RS-11	B-B	61,713	246,850	1958	
A-RS-11	4182-4183	NP	902-903	1800	Alco Pr.	RS-11	B-B	61,713	246,850	1958	
A-RS-11	4184-4191	NP	904-911	1800	Alco Pr.	RS-11	B-B	61,713	246,850	1958	
A-RS-11	4192-4197	NP	912-917	1800	Alco Pr.	RS-11	B-B	61,970	247,880	1960	
SD45X	4201	—	———	4200	GM-EMD	SD45X	C-C	?	413,472	1970	53
A-424	4240-4246	SP&S	300-306	2400	Alco Pr.	DL-424	B-B	66,000	264,000	1964	48
A-425	4250-5257	SP&S	310-317	2500	Alco Pr.	DL-425	B-B	67,270	269,080	1965	48
A-425	4258-4265	SP&S	320-327	2500	Alco Pr.	DL-425	C-C	67,560	270,240	1966	
A-636	4360-4365	SP&S	330-335	3600	Alco Pr.	DL-636	C-C	98,050	392,200	1967-8	
A-636	4366-4369	SP&S	340-343	3600	Alco Pr.	DL-636	B-B	98,160	392,640	1968	
U-23-C	5200-5208	CB&Q	460-468	2300	GE	U23C	B-B	92,437	369,747	1969	
U-25-B	5400-5406	GN	2500-2506	2500	GE	U25B	B-B	67,380	269,520	1964	54
U-25-B	5407-5408	GN	2507-2508	2500	GE	U25B	B-B	67,115	268,460	1964	54
U-25-B	5409-5423	GN	2509-2523	2500	GE	U25B	B-B	66,785	267,140	1965	55
U-25-B	5424-5429	CB&Q	700-105	2500	GE	U25B	B-B	67,820	271,280	1964	
U-28-B	5450-5454	CB&Q	106-110	2800	GE	U28B	B-B	68,387	273,547	1966	
U-28-B	5455-5459	CB&Q	111-115	2800	GE	U28B	B-B	68,387	273,547	1966-7	
U-28-B	5460-5465	GN	2524-2529	2800	GE	U28B	C-C	68,525	274,100	1966	56

Railroad Class	BN Road Numbers	Former Road	RR and Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date Built	Notes
U-30-B	5470-5479	CB&Q	140-149	3000	GE	U30B	C-C	67,540	270,160	1966	
U-30-B	5480-5484	CB&Q	150-154	3000	GE	U30B	C-C	68,815	275,260	1968	
U-25-C	5600-5614	NP	2500-2514	2500	GE	U25C	C-C	97,923	391,690	1964	
U-25-C	5615-5629	NP	2515-2529	2500	GE	U25C	C-C	97,923	391,690	1965	
U-25-C	5630-5641	CB&Q	550-561	2500	GE	U25C	C-C	98,812	395,246	1965	
U-28-C	5650-5659	CB&Q	562-571	2800	GE	U28C	C-C	97,792	391,166	1966	
U-28-C	5660-5665	CB&Q	572-577	2800	GE	U28C	C-C	97,792	391,166	1966	
U-28-C	5666-5667	NP	2800-2801	2800	GE	U28C	C-C	97,873	391,490	1966	
U-28-C	5668-5677	NP	2802-2811	2800	GE	U28C	C-C	97,873	391,490	1966	
U-33-C	5700-5708	GN	2530-2538	3300	GE	U33C	C-C	96,825	387,300	1968	
U-33-C	5709-5714	GN	2539-2544	3300	GE	U33C	C-C	96,100	384,400	1969	
U-33-C	5715-5724	NP	3300-3309	3300	GE	U33C	C-C	97,308	389,230	1969	
SD-7	6000-6014	GN	550-564	1500	GM-EMD	SD7	C-C	85,875	343,500	1952	
SD-7	6015-6022	GN	565-572	1500	GM-EMD	SD7	C-C	85,930	343,720	1953	
SD-7	6023-6047	CB&Q	300-324	1500	GM-EMD	SD7	C-C	80,398	321,590	1953	
SD-7	6048-6059	CB&Q	400-411	1500	GM-EMD	SD7	C-C	74,086	297,675	1952	
SD-9	6100-6105	GN	573-578	1750	GM-EMD	SD9	C-C	85,740	342,960	1954	
SD-9	6106-6110	GN	579-583	1750	GM-EMD	SD9	C-C	86,160	344,640	1956	
SD-9	6111-6116	GN	584-589	1750	GM-EMD	SD9	C-C	88,420	345,680	1957	
SD-9	6117-6124	GN	590-597	1750	GM-EMD	SD9	C-C	85,990	343,960	1958	
SD-9	6125-6126	GN	598-599	1750	GM-EMD	SD9	C-C	86,490	345,960	1958	
SD-9	6127-6146	CB&Q	325-344	1750	GM-EMD	SD9	C-C	80,707	322,827	1954	
SD-9	6147-6176	CB&Q	345-374	1750	GM-EMD	SD9	C-C	81,420	325,683	1956	
SD-9	6177-6186	CB&Q	430-439	1750	GM-EMD	SD9	C-C	79,075	316,306	1957	
SD-9	6187-6206	CB&Q	440-459	1750	GM-EMD	SD9	C-C	79,033	316,133	1957	
SD-24	6240-6255	CB&Q	500-515	2400	GM-EMD	SD24	C-C	86,603	346,413	1959	57
SD-45	6400-6403	NP	3600-3603	3600	GM-EMD	SD45	C-C	97,825	391,300	1966	
SD-45	6404-6419	NP	3604-3619	3600	GM-EMD	SD45	C-C	97,825	391,300	1967	
SD-45	6420-6429	NP	3620-3629	3600	GM-EMD	SD45	C-C	98,506	394,022	1968	
SD-45	6430-6437	GN	400-407	3600	GM-EMD	SD45	C-C	91,999	367,960	1966	58
SD-45	6438-6447	GN	408-417	3600	GM-EMD	SD45	C-C	95,150	380,600	1968	
SD-45	6448-6456	GN	418-426	3600	GM-EMD	SD45	C-C	95,150	380,600	1968	
SD-45	6457-6471	CB&Q	516-530	3600	GM-EMD	SD45	C-C	96,387	386,140	1969	
SD-45	6472-6491	——		3600	GM-EMD	SD45	C-C	98,657	376,658	1970	59
SD-45	6492-6497	——		3600	GM-EMD	SD45	C-C	90,442	378,798	1970	
F-45	6600-6605	GN	427-432	3600	GM-EMD	F45	C-C	96,325	385,300	1969	
F-45	6606-6613	GN	433-440	3600	GM-EMD	F45	C-C	96,100	384,400	1969	
F-45	6614-6625	——		3600	GM-EMD	F45	C-C	90,527	379,242	1970	60
P-3-5-7	9700, 9708	GN	355A, 358C	1500	GM-EMD	F5A	B-B	61,485	245,940	1947	
P-3-5-7	9710	GN	359C	1500	GM-EMD	F5A	B-B	62,335	249,300	1947	61
P-3-5-7	9712, 9714, 9716	GN	360A, 361A,C	1500	GM-EMD	F5A					
P-3-5-7	9724	GN	363C	1500	GM-EMD	F7A	B-B	63,105	252,420	1947	62
P-3-5-7	9726, 9728	GN	364A,C	1500	GM-EMD	F7A	B-B	62,370	249,480	1950	
P-3-5-7	9732	GN	366A	1500	GM-EMD	F5A	B-B	62,180	248,720	1950	
P-3-5-7	9736	GN	367C	1500	GM-EMD	F7A	B-B	61,750	247,000	1947	63
P-3-5-7	9740	GN	369C	1500	GM-EMD	F7A	B-B	61,575	246,300	1950	64
P-3-5-7	9742	GN	370A	1500	GM-EMD	F7A	B-B	62,323	249,290	1952	65
P-3-5-7	9744	GN	370C	1500	GM-EMD	F9A	B-B	62,585	250,340	1950	66
P-3-5-7	9701, 9703, 9705, 9707	GN	350B-353B	1500	GM-EMD	F5B	B-B	62,323	249,290	1952	67
P-3-5-7	9709	GN	380B	1500	GM-EMD	F7B	B-B	61,750	247,000	1952	68
P-3-5-7	9711, 9713	GN	356B, 358B	1500	GM-EMD	F5B	B-B	62,565	250,260	1947	
P-3-5-7	9717, 9719, 9721	GN	360B-363B	1500	GM-EMD	F7B	B-B	63,050	252,200	1950	69
P-3-5-7	9723, 9725	GN	364B-365B	1500	GM-EMD	F7B	B-B	63,690	254,760	1950	
P-3-5-7	9727	GN	382B	1500	GM-EMD	F7B	B-B	62,355	249,420	1953	70
P-3-5-7	9729-9733	GN	368B-369B	1500	GM-EMD	F5B	B-B	61,638	246,550	1948	71
P-3-5-7	9735, 9737, 9739	GN	370B-372B	1500	GM-EMD	F7B	B-B	64,150	256,600	1950	72
P-3-5-7	9741, 9743	GN	373B-374B	1500	GM-EMD	F7B	B-B	63,548	254,190	1952	73
P-3-5-7	9745, 9747, 9749	GN	383B-385B	1500	GM-EMD	F7B	B-B	62,355	249,420	1953	74
P-3-5-7	9750	SP&S	801	1500	GM-EMD	F3A	B-B	62,405	249,620	1947	75
P-3-5-7	9752	SP&S	802	1500	GM-EMD	F3A	B-B	62,150	248,600	1948	
P-3-5-7	9754, 9756	SP&S	803-806	1500	GM-EMD	F7A	B-B	62,250	249,000	1953	
P-3-5-7	9758, 9760	NP	6502A	1500	GM-EMD	F3A	B-B	61,125	244,500	1947	
P-3-5-7	9762	NP	6502C (2nd)	1500	GM-EMD	F7A	B-B	61,125	244,500	1949	
P-3-5-7	9764	NP	6503A	1500	GM-EMD	F7A	B-B	61,125	244,500	1947	
P-3-5-7	9766	NP	6507C-6508C	1500	GM-EMD	F7A	B-B	61,125	244,500	1949	
P-3-5-7	9772, 9774	NP	6509A,C, 6511A,C-	1500	GM-EMD	F7A	B-B	61,125	244,500	1949	1
P-3-5-7	9776-9786 even only	NP	6512A,C	1500	GM-EMD						
P-3-5-7	9788, 9790	NP	651AA,C	1500	GM-EMD	F7A	B-B	61,125	244,500	1950	
P-3-5-7	9792, 9794	NP	6600A-6601A	1500	GM-EMD	FP7A	B-B	63,713	254,850	1952	
P-3-5-7	9763, 9765	NP	6507B, 6509B (2nd)	1500	GM-EMD	F3B	B-B	61,125	244,500	1947	76
P-3-5-7	9767, 9769	NP	6510B-6511B	1500	GM-EMD	F7B	B-B	61,125	244,500	1949	
P-3-5-7	9771	NP	6513B	1750	GM-EMD	F7B	B-B	61,125	244,500	1950	
P-3-5-7	9775, 9777	NP	6551B-6552B	1750	GM-EMD	F3B	B-B	61,250	245,000	1947	77
P-9	9800	NP	6700A	1750	GM-EMD	F9A	B-B	62,445	249,780	1954	
FP-9	9802	NP	6700C (2nd)	1750	GM-EMD	F9A	B-B	62,445	249,780	1955	78
P-9	9804, 9806	NP	6701A,C	1750	GM-EMD	F9A	B-B	62,445	249,780	1956	
P-9	9808	NP	6702A	1750	GM-EMD	F9A	B-B	62,445	249,780	1956	
P-9	9810	NP	6702C	1750	GM-EMD	F9A	B-B	62,445	249,780	1955	79
P-9	9812	NP	6703A (2nd)	1750	GM-EMD	F9A	B-B	62,445	249,780	1956	80
P-9	9814	NP	6703C	1500	GM-EMD	F7A	B-B	62,445	249,780	1949	81
P-9	9816, 9818, 9820	NP	6704A (2nd), 6704C, 6705A	1750	GM-EMD	F9A	B-B	62,445	249,780	1956	82
P-9	9822	NP	6705C	1750	GM-EMD	F9A	B-B	62,445	249,780	1956	83
P-9	9824	NP	6706A	1750	GM-EMD	F9A	B-B	62,445	249,780	1955	84
P-9	9826	NP	6706C	1750	GM-EMD	F9A	B-B	62,445	249,780	1954	85
P-9	9828	NP	6707A	1750	GM-EMD	F9A	B-B	62,445	249,780	1953	86
P-9	9830	NP	6707C	1750	GM-EMD	F9B	B-B	62,445	249,780	1954	87
P-9	9801	NP	6700B	1750	GM-EMD	F9B	B-B	62,445	249,780	1954	
P-9	9803	NP	6701B	1750	GM-EMD	F9B	B-B	62,445	249,780	1956	
P-9	9805, 9807	NP	6702B-6703B	1750	GM-EMD	F9B	B-B	62,445	249,780	1955	88
P-9	9809-9819 odd only	NP	6704B-6709B	1750	GM-EMD	F9B	B-B	62,445	249,780	1956	89
P-9	9821	NP	6710B	1750	GM-EMD	F9B	B-B	62,445	249,780	1954	90
SDP-40	9850-9855	GN	320-325	3000	GM-EMD	SDP40	C-C	91,895	367,580	1956	58
SDP-45	9856-9863	GN	326-333	3600	GM-EMD	SDP45	C-C	98,335	393,340	1967	
E-7	9900	SP&S	750	2000	GM-EMD	E7A	A1A-A1A	53,480	320,800	1948	
E-7	9901-9907	GN	500-503, 505-506, 509	2000	GM-EMD	E7A	A1A-A1A	57,235	339,700	1945	1, 91
E-7	9908-9910	GN	510-512	2000	GM-EMD	E7A	A1A-A1A	57,100	338,900	1947	
E-7	9911	CB&Q	9930B	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1947	
E-7	9912-9915	CB&Q	9931B-9932B, 9933A,B	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1949	1
E-7	9916	CB&Q	9916A	2000	GM-EMD	E7A	A1A-A1A	53,945	321,690	1945	11
E-7	9917-9920	CB&Q	9934A,B-9935A,B	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1949	1, 11
E-7	9921	CB&Q	9921A	2000	GM-EMD	E7A	A1A-A1A	53,945	321,590	1945	11
E-7	9922	CB&Q	9936A	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1949	
E-7	9923	CB&Q	9923B	2000	GM-EMD	E7A	A1A-A1A	53,945	321,690	1945	11
E-7	9924	CB&Q	9937A	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1949	
E-7	9925	CB&Q	9949	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1947	11
E-7	9926, 9929-	CB&Q	9926B, 9929B,	2000	GM-EMD	E7A	A1A-A1A	55,465	328,730	1947	11

Railroad Class	BN Road Numbers	Former Road	RR and Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date Built	Notes
	9930		9930A	2000	GM-EMD	E7A					
E-7	9931	CB&Q	9931A	2250	GM-EMD	E8A	A1A-A1A	55,465	328,730	1949	
E-8	9932-9946	CB&Q	9938B, 9940B-9943B, 9937B, 9938A-9946A	2250	GM-EMD	E8A	A1A-A1A	55,913	332,345	1949-50	
E-8	9947-9949	CB&Q	9947A-9949A	2250	GM-EMD	E8A	A1A-A1A	55,465	332,345	1950	
E-8	9950-9952	CB&Q	9944B-9946B	2250	GM-EMD	E8A	A1A-A1A	55,465	332,345	1950	
E-8	9953-9954	CB&Q	9947B-9948B	2250	GM-EMD	E8A	A1A-A1A	55,465	332,345	1950	
E-8	9964-9969	CB&Q	9964-9969	2250	GM-EMD	E8A	A1A-A1A	55,913	331,513	1952	
E-8	9970-9977	CB&Q	9970-9977	2250	GM-EMD	E8A	A1A-A1A	55,808	331,513	1953	
E-9	9980-9989	CB&Q	9985B-9989B, 9985A-9989A	2400	GM-EMD	E9A	A1A-A1A	55,550	332,060	1955	
E-9	9990-9995	CB&Q	9990-9995	2400	GM-EMD	E9A	A1A-A1A	55,550	332,060	1954	
—	—	NP	423	1000	Baldwin	VO 1000	B-B	59,440	242,300	1945	11, 92
—	—	NP	724	1000	Alco-GE	S4	B-B	56,270	230,000	1953	11
—	—	NP	5403A	1350	GM-EMD	FTA	B-B	60,890	249,525	1944	93, 95
—	—	NP	5409A,B	2700	GM-EMD	FTA×FTB	(B-B)×(B-B)	121,780	499,050	1945	93, 95
—	—	NP	5410C	1350	GM-EMD	FTB	B-B	60,890	249,525	1945	93, 95
—	—	NP	6003B-6004B (2nd)	1500	GM-EMD	F3B	B-B	59,915	245,000	1947	11, 94
—	—	NP	6003D (2nd)	1500	GM-EMD	F3A	B-B	59,915	245,000	1947	11, 94
—	—	NP	6011D (2nd)	1500	GM-EMD	F7A	B-B	59,915	245,000	1950	11
—	—	NP	6013A (2nd)	1500	GM-EMD		B-B	60,200	246,120	1951	11
—	—	NP	6550B	1500	GM-EMD		B-B	58,580	244,500	1952	95
—	—	CB&Q	9922A	2000	GM-EMD		A1A-A1A	53,945	321,690	1945	11

Burlington Northern Notes

Roster is based on data from BN's asst. director of public relations, GMD's sales promotion manager, GM-EMD, Hyman-Michaels, Dulien Steel, and Precision Engineering's traffic manager. It is accurate as of Dec. 23, 1970. Locomotive builders: GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; GMD General Motors Diesel Ltd.; BW, Baldwin-Westinghouse; Alco, American Locomotive Co.; Alco Pr., Alco Products.

(1) These units were sold to Precision Engineering and scrapped: 1—2, 625, 636, 648, 652, 660, 665, 679, 691, 723, 731, 747, 755, 4083-4084, 4106, 9786, 9905, 9913, 9915, 9919 (11/27/70).

(2) This unit was retired: 4 (9/30/70).

(3) 6 was originally NP 131 (1st), then NP 603 (12/49), then BN 6 (number assigned, but was never carried), then Pacific Ry. Supply (12/28/68), then Morrison-Knudsen 103, then Dulien Steel 603. Scrapped.

(4) 7 was originally NP 129 (1st), then NP 651 (12/49), then BN 7.

(5) 76 sold to Dundee Cement Co. (9/24/70).

(6) 77 was originally GN 5103, then GN 77, then BN 77.

(7) NP 100 was rebuilt to an SW900 (mod) (1/57). Weight and t.e. shown are as rebuilt.

(8) 101 was originally GN 5102 (1st), then GN 5301, then GN 101, then BN 101. Rebuilt by GM-EMD in 1953 to an SW8 with 800 hp. Weight and t.e. shown as rebuilt.

(9) 106 was originally GN 5101 (1st), then GN 5300, then GN 100, then BN 106. Rebuilt by GM-EMD to an SW1200 in 1955 with 1200 hp. Weight and t.e. shown as rebuilt.

(10) 401-427 were originally NP 109-112 (1st), 119-124 (1st), 153-154 (1st), 159-174 (1st); then NP 400-427 (12/49); then BN 400-427.

(11) These units were traded to GM-EMD for new power, and scrapped: 408, 410, 424 (10/22/70); 670 (8/20/70); 663 (5/28/70); 704, 715, 796 (4/70); 705 (7/8/70); 798-799 (6/10/70); 901, 914, 951 (10/22/70); 4087, 9916, 9918, 9921, 9923, 9925, 9930 (9/30/70); NP 423, 724 (10/22/70); NP 6003D (7/8/70); NP 6003B (6/10/70); NP 6004B (7/8/70); NP 6011D (8/20/70); NP 6013A (7/8/70); CB&Q 9922A (1/30/70).

(12) 427-429 renumbered 405-407.

(13) 428 was originally NP 176 (1st), then NP 501 (12/49), then BN 428, then BN 406.

(14) 429 was originally NP 177 (1st), then NP 525 (12/49), then BN 429, then BN 407.

(15) 450-481 were originally GN 5302-5310, 5312-5331, 5334-5336; then GN 102-110, 112-131, 134-136; then BN 450-481.

(16) 546-573 were originally (B-B) x (B-B) wheel arrangement TR2's. Rebuilt to NW2's with B-B wheel arrangement and 1000 hp. The t.e. and weights shown as rebuilt to single-unit locomos. 546-547 were originally GM-EMD demonstrators 912A,B, then CB&Q 9400A,B, then BN 546-547.

(17) 586 was originally New York, Ontario & Western 115, then NP 99 (2nd) (7/57), then BN 586.

(18) These units were originally (F7A) x (F7A) with (B-B) x (B-B) wheel arrangement.

(19) 612, 614 were originally GN 356A-357A; then GN 275A (2nd), 275B, then BN 612, 614.

(20) 616 was originally GN 365C, then GN 276A, then BN 616.

(21) 618 was originally GN 267A, then GN 369A, then GN 276B, then BN 618.

(22) 676, 678 were originally GN 306A,C, then GN 458A,D, then BN 676, 678.

(23) 680 was originally GN 418D (1st), then GN 460D, then BN 680. Rebuilt to 1500 hp.

(24) 696 was originally GN 264B, then GN 470D, then BN 696.

(25) 698, 700 were originally GN 272A,B, then GN 474A,D, then BN 698, 700.

(26) 679 was originally GN 418C (1st), then 460C, then BN 679. Rebuilt to 1500 hp. Was supposed to be converted to passenger unit GN 381B, but wasn't. GN 381B was assigned BN 9715, but since this conversion was cancelled, BN 9715 is vacant.

(27) 702, 704 were originally NP 6011D, 6012A (1st); then NP 6000D, 6001A (2nd) (12/49); then BN 702, 704.

(28) 706 was originally NP 6016A (1st), then NP 6005A (2nd) (12/49), then BN 706.

(29) 760, 762 were originally NP 6017A,D (1st), then NP 6006A,D (2nd) (12/49), then NP 6051A-6052A (10/19/59), then BN 760, 762.

(30) 701-709 odd only were originally NP 6011B, 6012C, 6013B,C, 6014C (1st), then NP 6000B, 6001C, 6002B,C, 6003C (2nd), (12/49), then BN 701-709 odd only.

(31) 711 was originally NP 6503B (1st), then NP 6016C (1st) (1948), then NP 6005C (2nd) (12/49), then BN 711.

(32) 763 was originally NP 6011C (1st), then NP 6000C (2nd) (12/49), then BN 763.

(33) 798 was originally NP 6009D (1st), then NP 5409D (12/49), then BN 798.

(34) 799 was originally NP 6004C (1st), then NP 5404C (12/49), then BN 799.

(35) 846 was originally NP 6704A (1st), then NP 7052A (3/60), then BN 846.

(36) 900-910 were originally NP 107-108 (1st), 113-118 (1st), 150-152 (1st); then NP 700-710 (12/49), then BN 900-910.

(37) 951-953 were originally NP 156-158 (1st), then NP 801-803 (12/49), then BN 951-953.

(38) 1350-1365, originally numbered GN 900-915, were rebuilt from GN 249B, 253A, 400B,C, 410B,C, 412B, 414B, 418B, 422B,C, 424C, 426C. 1363-1364 are rated at 1500 hp.

(39) 1706-1797, 1799-1800, originally numbered GN 723-724, 726-727, were rebuilt from GN 250B,A, 251A, 401C.

(40) 1801 was sold to Hyman-Michaels (9/29/70), and scrapped.

(41) 1806-1807, originally numbered GN 733-734, were rebuilt from GN 432C,D.

(42) 2000-2035, originally numbered GN 2000-2035, were rebuilt from GN 420A,B,C,D, 404A,B,C,D, 406A,B,C,D, 408B,C,D, 416A,B,C, 412D, 426D, 403B, 418C, 248A, 414A,D, 255B, 401D, 400A,D, 403A, 405A,C,D, 401D, 428A, 249A.

(43) Thes eunits never carried their SP&S numbers: SP&S 50-51, 53-55, 800 were traded for these units.

(44) 2200-216, originally GN 3000-3016, were rebuilt rfom GN 248B, 401A,B, 405B, 408A, 412A, 418A, 420D, 422A,D, 424A,B,D, 426A,B, 428C,D, but not in order.

(45) 2500-2508, originally GN 3017-3027, were rebuilt from GN 247A,B, 256A, 258B, 416D, 420A,B,C, 472A, but not in order.

(46) 2509-2523, originally GN 3026-3040, were rebuilt from GN 175-178, 256B, 257A,B, 258A, 357C, 403C,D, 410A, 412C, 418D, 428B, but not in order.

(47) 4068-4069 were originally GN 231-232, then SP&S 83-84 (4/1/59), then BN 4068-4069.

(48) These units were destroyed in roundhouse fire at Vancouver, Wash.; (9/4/70): 4073, 4242, 4251.

(49) 4100-4108 (even only), were originally SP&S 856A-1, 856A-2, 858A-1, 858A-2, 860A-1, then SP&S 856-860, then BN 4100-4108 (even only).

(50) 4112, 4114 were originally GN 440A,D, then SP&S 862A-1, 862A-2 (1/50), then SP&S 862-863, then BN 4112, 4114.

(51) 4116, 4118 were originally GN 442A,D; then SP&S 864A-1, 864A-2, (1/50); then SP&S 864-865; then BN 4116, 4118.

(52) 4120, 4122, 4126 were originally SP&S 866A-1, 866A-2, 868A-2; then SP&S 866-867, 869; then BN 4120, 4122, 4126.

(53) GM-EMD owns this test unit.

(54) 5400-5408, originally GN 2500-2508, were rebuilt from GN 202, 204-208, 210, 223, but not in order.

(55) 5409-5423, originally GN 2509-2523, were rebuilt from GN 211-222, 224-226, but not in order.

(56) 5460-5465, originally GN 2524-2529, were rebuilt from GN 277A, 278B, 279B, 310A,B,C, but not in order.

(57) 6248 was scrapped (3/31/70).

(58) 6430-6437, 9850-9855, originally GN 400-407, 320-325, were rebuilt from GN 350A,C, 351A, 354A,C, 357B, 359A, 362B, 368A,C, 430D, 423A, 434A,C, but not in order.

(59) These units were ordered by NP.

(60) These units were ordered by GN.

(61) 9710 was originally GN 226, then GN 359C, then BN 9710.

(62) 9712, 9714, 9716 were originally GN 228, 230-231, then GN 360A, 361A,C, then BN 9712, 9714, 9716.

(63) 9732 was originally GN 260A, then GN 366A, then BN 9732.

(64) 9736 was originally GN 269A, then GN 367C, then BN 9736.

(65) 9740 was originally GN 280A, then GN 369C, then BN 9740.

(66) 9742 was originally GN 268A, then GN 370A, then BN 9742.

(67) 9744 was originally GN 281A, then GN 370C, then BN 9744.

(68) 9709 was originally GN 460B, then GN 380B, then BN 9709.

(69) 9717, 9719, 9721 were originally GN 501B, 502B, 504B, then GN 360B-363B, then BN 9717, 9719, 9721.

(70) 9727 was originally GN 462B, then GN 382B, then BN 9727.

(71) 9729, 9733 were originally GN 266B-267B, then GN 368B-369B, then BN 9729, 9733.

(72) 9735, 9737, 9739 were originally GN 268B-2708, then GN 370B-372B, then GN 9735, 9737, 9739.

(73) 9741, 9743, were originally GN 280B-281B, then GN 373B-374B, then BN 9741, 9743.

(74) 9745, 9747, 9749 were originally GN 462C, 464B,C, then GN 383B-385B, then BN 9745, 9747, 9749.

(75) 9750 was originally SP&S 800A-2, then SP&S 801 (10/48), then BN 9750.

(76) 9763, 9765 were originally NP 6501C (1st), 6500B (1st), then NP 6507B (2nd), 6509B (2nd), then BN 9763, 9765.

(77) 9775, 9777 were originally NP 6505B-6506B (1st), then NP 6517B,C, (1st) 1948), then NP 6006B,C, (2nd) (12/49), then NP 6551B-6552B. (12/16/59, 3/3/69), then BN 9775, 9777.

(78) 9802 was originally NP 7007A, then NP 6700 (2nd) (5/29/64), then BN 9802.

(79) 9810 was originally NP 7007D, then NP 6702C (4/1/64), then BN 9810.

(80) 9812 was originally NP 7010D, then NP 6703A (7/22/65), then BN 9812.

(81) 9814 was originally NP 6500C (2nd), which was wrecked and rebuilt by GM-EMD from an F7A (3/56), then renumbered 6703C (6/11/65), then BN 9814.

(82) 9816, 9818, 9820 were originally NP 7013D, 7011D, 7013A, then NP 6704A (2nd) (4/23/65), 6704C (4/11/66), 6705A (6/9/66), then BN 9816, 9818, 9820.

(83) 9822 was originally NP 7051A, then NP 6705C (5/5/66), then BN 9822.

(84) 9824 was originally NP 7008A, then NP 6706A (8/22/66), then BN 9824.

(85) 9826 was originally NP 7000D, then NP 6706C (2/28/67), then BN 9826.

(86) 9828 was originally GM-EMD demonstrator 975, then NP 7050A (5/55), then NP 6707A (1/27/67), then BN 9828.

(87) 9830 was originally NP 7005D, then NP 6707C (4/5/67), then BN 9830.

(88) 9805, 9807 were originally NP 7007B,C, then NP 6702B-6703B (3/6/64, 4/24/64), then BN 9805, 9807.

(89) 9809-9819 (odd only) were originally NP 7011C, 7013C, 7014B,C, 7010B,C, then NP 6704B-6709B (6/2/65, 3/19/65, 3/3/65, 1/29/65, 2/28/66, 7/20/66); then BN 9809-9819 (odd only).

(90) 9821 was originally NP 7002B, then NP 6710B (5/5/67), then BN 9821.

(91) 9901-9907 were originally GN 500A-501A, 500B-502B, 506, 509; then GN 500-503, 505-506, 509, then BN 9901-9907.

(92) NP 423 was originally NP 170 (1st), then NP 423 (12/49).

(93) NP 5403A, 5409A,B, 5410C were originally NP 6003A, 600A,B, 6010C (1st), then NP 5403A, 5409A,B, 5410C (12/49).

(94) NP 6003B,D, 6004B (2nd) were originally NP 6014B,D, 6015B (1st), then NP 6003B,D, 6004B (2nd) (12/49).

(95) These units were supposedly traded to GM-EMD (3/23/70) for SD45's.

(97) 719 was supposed to be traded for SD45's.

BOOKS OF THE RAILS

by ALBERT HERSKOVITS

LOCO PROFILE No. 9: *Camels and Camelbacks*, by Brian Reed, soft cover, 28 pages, photos, roster, Profile Publications Limited—John W. Caler Publications., $1.75.

A new series of booklets which serve as "biographies" of various famous classes or types of engines. This one describes Camels and Camelbacks in straightforward, matter-of-fact prose with a good explanation of their mechanics. Photos, for the most part, are sharp, and a center-spread detailed drawing in color shows Jersey Central No. 754 and Philadelphia & Reading 4-6-0 No. 408 (the first Wootten-firebox Camelback). Other loco profiles include *LNER Non-Streamlined Pacifics* (No. 1) and *New York Central Hudsons* (No. 2.). These booklets should fill a need for railfans who want short, concise, accounts of engine types.

THE CAR-BUILDER'S DICTIONARY, by Matthias N. Forney, hard cover, 608 pages, 8¼x8", line drawings, diagrams, published by Newton K. Gregg, $19.95.

Originally published by the *Railroad Gazette* in 1888, this classic contained every type of equipment used in the manufacture of passenger and freight cars. Now reprinted, the reader can get a detailed view of everything from wrecking cranes to Pullmans. We especially enjoyed the passenger car details. There are drawings here of lanterns, burners, saloon notice-plates, car seats, stoves, and wash basins. The book also contains many car plans, a description of terms, and a section at the end composed of advertisements of the period.

TRAGEDY AT EDEN, by Dow Helmers, hard cover, 150 pages, 6x9", maps, photos, published by Dow Helmers, $6.95.

Few books have been written about a single wreck, possibly due to publishers' fears of a limited market. In any case, this work is a comprehensive study of the Denver & Rio Grande's disaster at Eden, Colo., which killed 96 persons on the night of August 7, 1904. Fortunately, the author has stayed away from a dry recital of the facts; instead, he recounts the events from the points of view of various participants, giving the reader an intimate view of the tragedy and the circumstances surrounding it. (First edition is limited to 1,000 copies.) ●

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Keep your RETAINERS UP

by Edmund E. Pugsley

WHEN you ride a roller-coaster on a mountain division like the Skyline up here in Canada, you need retainers, brother! Those little air-valve gadgets on a standard railway car sort of lean back in the breechin' while the throttle artist gets a fresh grip on his brakes. You need them all set up before you start down those galloping grades, and no fooling.

Superintendent "Canny" John MacRae was standing at Skeedunk, midway up Tumble River pass, the day "Flatwheel" Kelly overran a switch with the way freight and met the eastbound redball right in front of the station. But Canny wasn't checking crews for retainer failure. He was making his spring report on snow costs, to which he would add his perennial plea for a tunnel to bypass Cougar Mountain, the division's biggest killer.

MacRae flagged the upbound doubleheader redball, preventing a "cornfield meet" that day. There was just room enough for him to stand between pilots and read the riot act when Kelly got his train stopped. But the runner didn't wait for the full text. He was on the gravel jerking a big thumb back toward his train.

"No retainers, I'm telling you!" he yelled. "Soon's I released back there for the recharge, she came down and kicked me in the pants!"

Kelly squinted excitedly up at the retainer valve on the first car. It was set up okay, but neither the second or third was. He waited for Canny John to overtake him.

"There you are," he crowed. "I knew it! Betcha not half this train has retainers up right now."

The brass collar frowned. "Just finding it out, eh, after eighteen miles?"

Kelly's long face flicked to a semaphore red. "I knew I was gypped away back there at Cougar curve," he argued, "but that new brakeman said he set them all up; so what could I do?"

A pair of boots shoved over the car top as Canny John reached for the ladder. "You, Payne," he called sharply, "didn't set up all your retainers—why?"

"Mr. Dewdney told me not to, sir."

"You see!" Kelly snorted.

The super stopped him with a scowl. "The assistant trainmaster, you say, told you that? Why?"

"He said we wouldn't need more than half of them, having such a light train and only one or two loads."

"He's nuts!" Kelly exploded. "We picked up fifteen loads of coal at East Portal . . ."

MacRae had his watch out. "Go back, Payne, and tip down all your retainers now, fast as you can. We've got to clear the redball. I'll see your conductor and Dewdney about this later."

KELLY moved his train. Superintendent MacRae dealt with the retainer matter later, as he'd promised. When the smoke had cleared away, conductor Milligan and engineer Kelly jointly took the rap with ten demerit marks each for failure to properly safeguard their train as the rules prescribed. And that's where diplomatic relations took their first strain between the super and his men, as Flatwheel Kelly spread his story of the Dewdney retainer order.

Nobody got to know what was said behind closed doors to assistant trainmaster Donald Dewdney, except perhaps Sadie MacDonald, the doe-eyed office girl who called the superintendent Uncle John. But the assistant

trainmaster went right along making himself a general nuisance, and getting into the hair of trainmaster Ross Kennedy.

The Skyliners knew by now that the t.m. was the college son of General Manager Dewdney, and that's what hurt. They knew, too, that this strutting, quacking Easterner was playing around with Sadie Macdonald, and that didn't help. For Sadie had been the superintendent's ward since the day her father was trapped under his engine by a slide from Mount Cougar, with only time to ask the super to look after her.

"Don't ever let her marry any dumb railroad man, John," the dying man had urged grimly.

Canny John took good care of her. Any attempt to date the girl after he'd installed her in his office brought a warning that no young railroader had so far dared to challenge. Yet here came a bigmouth from the East to run the super's board as he liked, and no sign of warning at all from MacRae. Was Canny John getting too old for his job?

That was the year of the first wheat rush. There'd been a lot of talk about wheat coming west by rail instead of it all going eastward through the Great Lakes, but no one seemed to take it seriously in the mountains. Too much politics!

Western politicians had succeeded in having one major elevator erected at tidewater. So when someone passed the word overnight in early November for half a million tons of wheat to be diverted from the prairie via the Pacific as an experiment, there was surprise but plenty of skepticism. A few cars might come, but it couldn't last, the Skyline was thinking. Old General Manager Dewdney would make sure the Mountain Division didn't get anything extra but snow.

That first morning when wheat was shown on the night report, Canny John took one sharp look and grabbed his ear-lugged cap to bolt for the chief dispatcher's office.

"What do you think, chief?" he asked, squinting at the train sheet.

"Think?" the chief grunted. "I think they're all crazy! Ten thousand tons a day for fifty days straight, it says here, come forty below or forty feet of snow. That's five, maybe ten extra trains a day. We haven't the crews nor the power."

Old Canny nodded as he slid into a big armchair. "That's right, chief. That's why we've got to do it."

"Huh?" the chief stared. "Do it?"

"Yes. Like you say, they're crazy enough to think they'll make a monkey out of the Skyline and choke this westbound movement before it gets going. Choke it so tight we'll hear no more about Pacific wheat in our time."

The chief dispatcher stared moodily across the table. "And so?"

Canny's eyes were bright as switchlights on a dark night. "So we do it, chief. This wheat is just what I've been praying for. Something to show the general office that we're a little more than, well, just a necessary nuisance. If it works, and the western haul can get established, who knows? Maybe they'll have to build that Skeedunk tunnel yet —at any cost," he finished softly.

The chief looked around to make sure the day trick dispatcher was too busy to listen.

"Now I know who's crazy around here," he muttered. "It's the dopes who've been saying Canny John MacRae was getting too old for his job."

Canny grinned sourly as he headed for the door, but the chief was at his heels for a parting shot. "You prayed us into this, John," he growled. "You'd better pray us out of it again. And if you're wise, you'll ask for a special protection order against that eternal nuisance, Mount Cougar."

Watching MacRae swing down the hallway, the chief heard him humming softly. There was only one tune Canny had ever been heard to hum. It was the first two lines of "Lead Kindly Light," and he sang them only when he was very happy about something.

CANNY JOHN spent a lot of time between the master mechanic and the chief dispatcher those next few days, figuring to use their last pound of power and keep within the breaking point.

They worked out plans to meet a sudden snow attack and other unknown enemies, too; and plans like an individual pilot plow to make each locomotive do her share of pushing back the snow till an extra, full-time wing plow or rotary crew was absolutely necessary.

MacRae also thought seriously of sending assistant trainmaster Dewdney clear over to the division's eastern limit at Mountain Center, where he couldn't get into men's hair or under their feet, but where he'd be all puffed out with his own importance at the job of keeping a steady flow of wheat heading up over the Skyline.

If the super noticed any change in the way men looked at him after that move, he didn't show it. He was too busy giving them up-to-date facts about tonnage gone and tonnage to come, and man-to-man hints of what this wheat movement could mean to the division in future years as work for more and more regular men.

Through it all he managed to insinuate that the general manager was sleeping in earphones back East, expecting a call to say that the Skyline was sealed up for the winter behind a dam of wheat and snow.

Sunday was Canny's day up the pass, his grizzled head cocked this way and that as he trackwalked and studied Mount Cougar. The snow was light so far, but almost anything could happen on that mountain, any time. Train engineers, leading a long drag under full control down that winding grade between the deep gorge and the sky-scraping peaks, would see the super and check their trains down a little slower, waving gravely as they passed him, knowing well why he was there. Doubleheader crews, pounding upgrade, kept sharp watch behind till they'd pulled their train tails clear of Mount Cougar.

All of them were calling Canny John a worry wart, maybe, but all were feeling just a little better because he knew what could happen if Mount Cougar ever kicked loose, and was up there anxious about it.

November slipped into the pre-Christmas weeks with the pilot plows still clearing snow without undue trouble, though every man was cutting his home rest to the minimum to take another road call, maybe snatching a doze now and then in a siding when his head got too heavy.

The wheat was trimmed down to the last dozen trains, and the chief dispatcher was ready to admit that Canny John must have got that special protection order against Mount Cougar he'd been praying for.

Then, Christmas week, the snow struck—ten feet in four days! Canny John sent out a wing plow and spreader crew to keep it back, and cut all

trains to half tonnage. He wasn't worried very much yet. The wheat would be cleared if he had to cut it into the timecard freights—so long as Mount Cougar behaved.

MR. DEWDNEY saw the last train of a thousand tons of wheat lined up for the West on Christmas Eve morning, and then he took a walk through the snow to the head end to talk with engineer Gunner Logan.

"There's a Christmas Eve party at Sadie Macdonald's tonight," he said, "and I aim to be there. No. 3 is two hours late already. That'll get you up to Skyline wel ahead, anld you can beat the stack off her, if you're half as good as you're rated, from there."

Engineer Gunner Logan looked down his long, thin nose. "Ive got a Christmas date in town, too," he drawled, "with the wife and three kiddies. And I've got a timecard that says I go no faster than thirty miles an hour down Mount Cougar and only half that speed through the canyon. Not a nice place to be crawling along ahead of a late passenger train, sonny, in a snowstorm."

The trainmaster flushed at this rebuff. "Supposing," he persisted, "you got authority to ignore that speed limit. Would you do it?"

The hogger met his stare, and after a while replied: "Only one man could give me that authority. You get his signature and try me."

It was snowing steadily when Gunner Logan dragged the last wheat extra through the big tunnel to Skyline station at the summit, exactly one hour ahead of No. Three's delayed time. Then he got the suprise of his life when conductor Johnston handed him a written message authorizing him to use his best judgment as to speed between Skyline and Tumblemouth, consistent with safety. It was signed with the name of John MacRae.

"You sure this is okay?" Gunner frowned.

"Should be," Joe Johnston said. "Dewdney called old Canny himself. Where do you get your drag for a special permit?"

Gunner's frown smoothed out. "Yuletide spirit, Joe. But I've got to hand it to Dewdney. He gets what he wants on this pike." He watched the skipper drop into the snow and turn for the rear end. "You make sure I get all those retainers, Joe. I promised the assistant trainmaster a ride. We've both got a date with Santa Claus."

Dewdney got his promised ride that Christmas Eve, all right, but he didn't keep his date with Santa Claus. Neither did Gunner. The latter's judgment might have stood the test if he'd had a clear track.

But Mount Cougar's idea of the Christmas spirit was a surprise present to the railroad of one of his choicest rocks, all wrapped in winter white and tucked in there between the bluff and canyon where it couldn't be missed. Gunner saw it all right, with just enough time to slam his brake valve into emergency before his engine started over into the canyon.

It was a clean detour for the head end of that wheat train, plenty of room without blocking the railroad. Seven hours later the auxiliary had it all cleared away for moving traffic. But they didn't find Gunner and his fireman till the day after Christmas. The head brakeman landed in a cushion of snow and dug himself out.

AT THE INQUEST, superintendent MacRae admitted he'd given the authority by wire, but some men looked pretty hard at him that day. It didn't sound like the old ruler of the Skyline with his eternal rod of caution. They looked at trainmaster Dewdney, too, as if he were a coyote, but they saw something in his eyes that made them look again—something that hadn't been there before. It was as though he might be suffering and trying to hide it. Then he saw Jane Logan coming out of the undertaker's with her three crying children, and after that they kept their heads turned away from the assistant trainmaster.

Freight faded to its usual low tonnage after the wheat haul was finished, but the snow didn't fade. January made a new record snowfall of twenty feet, and February opened with promise of more, until the pass was buried almost out of recognition under that great downy blanket. Mount Cougar's ugly scars were swathed in pure white, giving him an innocent grandeur that brought passengers out of their seats to gape in a sort of reverent awe. But there was no reverence in the eyes of Skyline railroaders as they rode cannily around the ledge. There was only grim speculation as to when he'd start shaking off his uncomfortable blanket.

Canny John was down west of Tumblemouth the day Mount Cougar broke loose. Leaving Dewdney in charge of his office, trainmaster Ross Kennedy went up with the auxiliary crew. He was there exactly a week while the rotary and shovel gang dug out slide after slide, sending a train through when he could, then starting all over again when a new pile came down.

The day they thought they had it licked, Kennedy was riding the caboose of a freight, heading for town, when it was caught by an impatient slice of scenery and gently turned over. The trainmaster and crew got clear with no injury, and he didn't say a word about being scared till he got down to Tumblemouth again while Mount Cougar was taking a rest. Then he stumped wearily up to the superintendent's office and had his resignation on Canny John's table, thumping right back down again to grab train No. 3 for the coast before the superintendent had time to talk him out of it. Life in those mountains was getting too grim, the trainmaster insisted briefly.

The Skyline sat up sharply to watch Canny John's next move. He issued a bulletin calling for applications temporarily, but in three days he got no response. Then, staring across his office at Sadie Macdonald, he saw her glance toward the doorway at every footstep. Dewdney hadn't been in all day and there was something in Sadie's blue eyes that told Canny John she wasn't happy. Suddenly he reached for the telephone and called the trainmaster's office . . .

HE WAS watching Sadie when the assistant trainmaster came in. And he was still watching her as he told the newcomer loud enough to reach her that he was appointing him trainmaster.

"You're not fooling me," the young fellow retorted. "I know you all hate my guts here. This will be a good way to get rid of me. You think you'll get me killed up there or scare me out."

He snatched a scratch pad from the table and scribbled on it with his pen. Then he stood up defiantly.

"You won't get that satisfaction," he finished. "Here's my resignation."

Old Canny drawled gently, "Better sit down again, Mr. Dewdney, and keep your retainers up." He waited while the young man slid reluctantly back into his chair. "Did it ever occur to you there might be good reason for your being disliked here?"

"Sure. My old man's name is poison—that's the reason! And far as I can see, it's all because he won't okay that big tunnel you want. But he's got his job to handle and a right to his own ideas just as you have to yours. Why should that make it tougher for *me*?"

"What have you done to make it

easier?" Canny John countered. And then, as the trainmaster sat suddenly silent, he added: "Maybe you're right, at that, Donald. Maybe you'd better resign and forget about this mountain stuff. You don't seem to have what it takes for this sort of work."

Slowly Canny John's fingers slid across for the note of resignation. But Donald's were there ahead of his.

"I don't know yet whether I've got what you think it takes. When do I start this mankilling job?"

The telephone jangled at Canny John's elbow and he was glad of the respite. His eyes were on Dewdney as he asked two brisk questions into the telephone. When he hung up again, he answered the query.

"You've started already, Mr. Dewdney," he said quietly. "There's another slide up at Mount Cougar. You'll need to call an auxiliary crew. When you're ready, I'll go along with you."

Sadie Macdonald was stifling a moan in her handkerchief as Donald Dewdney strode out without a glance her way. When the super strode over, she let go first. "I think you're horrid! You know he'll be hurt, or maybe killed."

Canny John gripped her shoulder firmly. "You keep your retainers up too, my girl!" he warned.

SPRING runoffs in the mountains are fickle as winter snow. That record snowfall drained off slowly with no trouble at all. Skyliners looked at the new trainmaster long enough to growl that he didn't know how lucky he was to get through that easy. Donald met the growls soberly and said maybe he didn't, and then again, maybe they didn't know how lucky they were in having a trainmaster who could control things.

But the superintendent wasn't heading into another frosty autumn with enthusiasm. There were too many fresh flowers showing up there in the little cemetery to let a man forget the Skyline's winter harvest. Canny wasn't humming when he got his last rejection of the Skeedunk tunnel request.

The wheat rush that year got away to a bad start. The first train found a small mud slide at the bottom end of Mount Cougar that lifted the engine's pony trucks and one pair of drivers off the track. Donald went up with the auxiliary and old Canny came down from the east and found him there brooding, his legs dangling from a boxcar brakewheel.

"I guess you were right!" the trainmaster blurted savagely. "I haven't got what it takes . . . to face another winter of this." He paced the running board, waving an arm at the forbidding pile of nature that towered above them into the clouds. "This Mount Cougar, now—why did the company cross over and build around this side, instead of staying over there and tunnelling through that bluff?"

Old Canny nodded. "Maybe you won't believe it, Donald, but I can show you a photo of this mountain when we called it Big Greeny. As pretty a stand of timber from bottom to top as you'd wish to see, and never any trouble for us those first few years. Then the bridge gang wanted some timbers and cut them right along here, leaving the dry slash where it fell from the ax and saw. The first dry summer sparked it off, and away went the timber, burning clear to the top.

"Right after that we started having trouble. We tried snowshedding for a few years, but this old mountain is too soft and it tore out the sheds till there was nothing left to tie them to . . ." Canny swung around then and looked across the canyon. "That's about the time we started asking for yon tunnel," he sighed. "And we're still asking."

Donald stared soberly across the river. "Does my father know all that?"

Canny John shrugged. "He should. He made inspection trips through here with the old general manager, while he was in the engineering department."

The young trainmaster was scowling across the canyon when the auxiliary engine whistle announced the wrecking job was finished. He rode down the pass in silence till the train stopped to head into the shop track. Then he walked to the station with the superintendent.

"Mr. MacRae," he asked, "would you object if I wrote my father about that tunnel? I mean, would it spoil anything for you?"

Canny John smiled. "Go ahead and write, if you want to."

TWO weeks later Donald walked into the superintendent's office and tossed down a letter. "I wrote about that tunnel," he told the super. "Here's the answer."

The paper was shaking in Canny John's fingers as he took it up. He got his glasses fixed, and presently he was reading something that had nothing at all to do with the tunnel. It was a terse offer of promotion for Donald Dewdney to assistant superintendent of a prairie division. Canny John was afraid to look up

"See what I mean?" Donald asked.

Canny John saw what he meant, all right, but he didn't say so. "Congratulations, Donald! That's nice for you."

"Nice, hell! It stinks! Not a word about my tunnel letter."

Canny wasn't trying to smile any more. He was hurting too much deep inside of him. He nodded gravely, feeling a little sorry for this son who was getting such a rude awakening, but feeling his patience running out with the name of Dewdney.

"You'd be wise to accept," he advised. "The experience will be good for you. The letter shows plain enough they're not interested in that tunnel, or anything else on this division," he added bitterly.

Donald reached for his letter. "Yes, but I'm not interested in that kind of promotion right now," he muttered, fixing his gray eyes firmly on old Canny. "I'm going to be superintendent of this Skyline Division, Mr. MacRae, or nothing!" he announced.

Old Canny's mouth dropped as he swung hastily around in his swivel chair to face the window looking up the pass.

"So that's it, eh?" he commented softly. "Thanks for telling me, at least."

Donald went on: "Trouble with you, Mr. MacRae, you've been too easy with everyone, including my old man. The way I see it, you've got to get tough. That's what I'm doing from now on. Try and stop me!"

Canny watched him stride off, without trying to stop him. Then he watched Sadie, but didn't tell her to keep her retainers up like he wanted to. He just said he wasn't feeling so good, and went home and sat back to give Donald Dewdney all the slack he needed to get as tough as he liked.

But it was the wheat flow that got tough first, dwindling, then disappearing, then breaking out to pour all over them all like Mount Cougar after a chinook. And that's when the winter started to get tough, too, and to stay tough, wtih an average of a foot of snow a day through December and early January. Low temperatures set the whole pass in a concrete crust of frozen snow.

But old Canny John was still coming down for an hour or two each day to chat with the chief dispatcher or to sit at his desk and watch Sadie doing important work for him and signing his name, in addition to handling all of her own detail work.

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AMONG themselves somehow, and without the familiar Canny John MacRae bobbing up all over the division, the Skyline got the last of the wheat up over the pass and headed for the coast the second week after the New Year.

Some of the wise ones got busy then, putting the jigsaw pieces together and wondering where old Canny would fit into the picture after Donald Dewdney had slipped in his private report on record tonnage for the year. They wondered, too, if he might be there to ease out Canny John in time, and whether that might be what was making the old boy sick.

Hard frost followed through till late February. Then it eased for an overnight three-foot snowfall. After that it struck again, bringing a wind that drove through thick mackinaws and seared men's lungs. Oldtimers looked up at the peaks where the wind was playing snap-the-whip with the fresh snowfall from the glossy crust, and they hitched up on their seats with tight mouths.

Big Flatwheel Kelly was pulling the plow outfit one morning through the ruts in the canyon, and not relishing his job at all. Trainmaster Dewdney was riding the caboose to get facts for topping off his report. But he didn't seem interested in new trouble until he felt the brakes jam into emergency.

After that he was too busy fighting for breath in the terrific suction of the wind to know what was going on. But when he got the snow dug out of his eyes enough to peer ahead, there was nothing to see but snow and an ugly gap in the railroad. The engine with Flatwheel Kelly and his fireman, and the plow with its signalman were gone, God only knew where!

There was only one place to start digging for the engine and plow in the canyon. It took the auxiliary gang of fifty men five days of steady digging to find the missing outfit, then two days more to hoist it out.

Donald Dewdney was carrying his camera on the trip, and he never left the scene in daylight till he got exposures of the mountain locomotive being dragged over the top by the two big hooks, and of the bodies coming up in their canvas slings.

Once he found courage to ask the veteran auxiliary foreman if he could suggest why the heavy engine and plow were tossed over into the canyon while the light caboose stayed on the track. The foreman looked him over steadily for a minute before replying, coldly: "The dry slide is the work of the Devil, and he always takes care of his own."

When the trainmaster mailed his finished photographs to the general manager they carried a brief explanation: "This could have been your pride and joy, the *Continental* passenger train. The bundle in the canvas might have been your son who was left high and dry by some freak trick in the caboose. . . . Now perhaps you'll know why we need that tunnel, and why the name of Dewdney stinks out here."

THE ANNUAL inspection tour of the general manager and his engineering staff wasn't due till the spring freshet and slide dangers had been safely passed. But a week after delivery of the trainmaster's illustrated report of the canyon dry slide the general manager's train was parked snugly in Skeedunk siding.

Next day it was joined by the car of the divisional superintendent, with Sadie Macdonald in charge of details and John MacRae looking very fit for a man supposed to be sick.

The sight was too much for Mount Cougar to miss, and he poured it down for days on end with the aid of a gentle chinook. When the general manager's party got its next look at the railroad thereabouts and at traffic moving again both ways, spring had definitely come to the Skyline Division.

General Manager Dewdney came up to MacRae alone the morning his train was switched out for the long home run.

"You've won your tunnel, John!" he growled. "You and your hellion mountain, old Cougar. It'll cost plenty, but I should have known better than to try to fight such a team." He lowered his voice. "You've won that boy of mine too, you old thief! He won't go back home. You've made a man of him, John—a real mountain man."

He shoved an envelope into the super's hand, then scrambled for his car step. "Read that later," he muttered, and pulled himself to the platform.

Old Canny stood watching till the general manager's train disappeared into the bend. Then he tore open the long envelope and read through a mist about his being appointed to the job of general superintendent. When he looked up from his letter, Sadie and the trainmaster were standing there closer than necessary and not at all apologetic about it.

He cleared his throat. "Seems like you got my job as you threatened, young man," he tried to growl. "But I'm warning, you don't get my private secretary till you marry her."

Sadie blushed. "Why, Uncle John, you promised Dad you'd never let me marry a dumb railroader, remember?"

"That's right," Canny John nodded. "And I won't. This boy friend of yours ain't so dumb, Sadie."

Skyline train crews like to thumb their noses now at Mount Cougar as they leave Skeedunk and drop down the other side to drive into the new MacRae Tunnel. They point to Canny John, too, to prove the old saying that if you want anything bad enough you can get it. Just keep your retainers up and use your head. ●

THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 8¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

GENE ABEL, Box 398, Carlsbad, NM 88220, sells pen & ink and oil sketches of rr. subjects.

DICK ANDERSON, 334 S. Prindle, Arlington Heights, Ill. 60004, sells negs. of diesels, elecs.; no list.

C.W. BARTHOLOMAI, 3148 Lenox Rd. NE, Atlanta, Ga., 30324, will buy 2-12/70, 1/71 issues of Railroad Magazine.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, sells tts. of EL, NYC, PRR, NYNH&H. Buys NYS&W tts. (SSE)

H.R. BERQUIST, Rte. 3, Box 415, Mound, N.M. 55364, sells 17x22 posters of 1876 Forney 0-4-4.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466. wants to contact 35mm camera fans in Davenport, Des Moines, and Dubuque, Iowa.

LARRY BOLT, 1609 Collins Court, Ft. Collins, Colo. 80521, buys modern pix of SLSF equip., diesels, psgr. cars, depots, water tanks; no steam.

PETE BRADFORD, Box 5, Group B, 6 Algonquin Ave., SS3 Hamilton, Ont., Canada, sells 5x7 pix of Canadian rr. equip.; list and sample 15c.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys or trades for anything FEC or predecessors. Buys RPO, trolley, and diner material, any rr.

WAYLAND BROWN, Armstrong College, Savannah, Ga. 31406, trades S&A emp. tts. 1931 to date. (SSE, or your list)

C.A. BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, buys CN, GTW steam negs. and pix.

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 90042, trades slides and negs. of last UP train for those of other rrs.

CURT CARLOUGH, 229 Rea Ave. Ext., Hawthorne, N.J. 07506, will buy 7/46 Trains mag.; NYS&W, L&NE, Erie slides, pix, etc.

SHELBY CAMBELL, Box 261, Westmoreland, Kan. 66549, will buy Talbot's book, "Ry. Transition Spiral."

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., K1M-OZ2, Canada, buys or trades Alco, Baldwin, Lima steam loco bldrs. pix and catalogs.

L.L. CLERICO, 3316 Countryside. Wichita, Kan. 67218, sells Off. Ry. Equip. Registers. (SSE)

JOHN CLINE, 1217 Stark St., Wausau, Wisc. 54401, will buy burner for Dietz Vesta; trades tie-date nails, lanterns, markers.

DAVE COOPER, 213 N. Lake St., Paris, Tenn. 38242, either buys or sells (he doesn't say which) pix of last runs of City of Miami, City of New Orleans, Pan American.

STAN CREWS, 5745 Azalea Garden Rd., Norfolk, Va. 23518, sells rr. bks., booklets, mags.; also trolley and rr. maps. (SSE)

TOM CROCUS, 3620 Quincy La., Bethlehem, Pa. 18017, trades slides of CNJ, EL, LV, D&H, PC, RDG, WM for BN, DT&I, SLSF, GN, GT, CMSP&P, SOO.

ARDEN CROUCH, R.D. 2, Box 936, Chester, N.J. 07930, will sell a heavyweight, open-end, observation-business car. (SSE)

A. CURRY (?), signature illegible, 296 Green Lanes, London N. 13, England, sells British Postal Strike cachet, posted in France, Europa stamps, $1 each, postpaid.

L.L. DAVIS, Box 367, LaFontaine, Ind. 46940, will sell as a lot about 120,000 negs., several thousand pix, several hundred color slides. (SSE)

DON DECAMP, 229 E. Franklin St., Winchester, Ind. 47394, wants info. on interior and exterior color scheme of NYC 19000 series cabooses.

R.J. DeFILIPPO, 20 Jason Rd., Belmont, Mass. 02178, will buy illuminated drumhead. Will sell metal station signs, CNS&M dater, other hardware, emp. tts., tts.

L.A. DeMATTEO, 4 Amherst St., Danvers, Mass. 01923, sells RPO cancellations, other railroadiana. List 25c.

BRUCE DOUGLAS, 14 Warwick Rd., Stratford, Ont.. Canada, sells Canadian steam drawings, 9x24. (SSE for brochure)

STEVE DREW, 4180 Randolph Ave., Oakland, Calif. 94602, buys pix and info. on SP business car 141, "Oakland."

JACK FESCO (retired engr.) 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell 19 bound vol. of ICS courses on steam locos and air brakes, mint cond. (SSE)

ART FETTIG, 31 East Ave. S., Battle Creek, Mich. 49017, will sell 1883 C&GT Gazette.

BOB FITZGERALD, 603 Woodland Dr., Havertown, Pa. 19083, buys pix, negs., and slides of psgr. trainmen in uniform.

L. FOLS, 8750 Orion, Sepulveda, Calif. 91343, buys or trades SP slides, pix for slides, and pix of PRSL; wants info. on PRSL, esp. Millville branch.

PAUL GARDE, 24 Court St., Colorado Springs, Colo. 80904, sells trolley and rr. slides, pix. Huge supply. Lists 10c each. (Ed. note: some of Garde's slides have been used on Railroad Magazine covers.)

BILL GATES, 607 Dawson St., Uhrichsville, Ohio 44683, buys lanterns of L&N, TP&W, UP, MP.

ART GERMANN, 27 22nd St., Irvington, N.J. 07111, buys, sells, or trades drinking glass with rr. ads. on them.

C.B. GOODMAN. 5826 S. Western St., Chicago, Ill. 60636, buys rr. dishes, silverware, linens, etc.

F.M. GOODRICH, 218 Clark, Georgetown, Ill. 61846, buys and sells WAB railroadiana.

ART GOPEY, 26 Eastern Ave., Watervliet, N.Y. 12189, trades back issues of Mdl. RRer, Trains, MRC from 1967 for older issues.

WM. GORDON, 232 Beresford Rd., Rochester, N.Y. 14610, sells his book on Elmira, Corning & Waverly Traction.

TOM GRECO, 1915 S. 44th St., Omaha, Neb. 68105, buys 8mm movies and cassette recordings of B&O P-7 locos, also B&O emp. tts.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, trades or sells Wells Fargo belt buckle with UP train. Buys rr. stock certifs.

H.C. GUNN, 416 Windsor Street, St. John West, NB, Canada, buys pix of Intercolonial Dickson-built 4-6-0's, 2-8-0's.

GARY HAUVER, R.D. 2 Bowlby Rd., Elmira, N.Y. 14901, buys EL tts., emp. tts., GE, Alco, EMD catalogs.

FRANKLYN HITCHCOCK, 46-48 Garden St., Wethersfield, Conn., wants pix and data on Central New Eng. RR.

WM. HOFFMAN II, 326 South East Ave., Baltimore, Md. 21224, sells 5x7 diesel pix; list 15c.

GEO. HORN, 1075 Space Park Way, Mt. View, Calif. 94040, will buy Huntley's book "Rys. in Cinema."

MARK HORNE, 2150 W. 20th Ave., Vancouver 8, B.C., Canada, trades CN emp. tts. in B.C. Area 42 and Sup. Nos. 1 to 40 for others.

FRED HOWARTH, 8121D Commercial Pl., South Gate, Calif. 90280, sells back issues of Railroad Magazine and Trains, also European rrs. and trolley tts. (SSE)

JIM ISENBERG, Box 289, Farmingdale, N.J. 07727, writing book on hobo life, wants maps of rrs. frequented by hoboes.

ROSS JACK, Box 202, Petrolia, Pa. 16050, buys, sells, and trades pix and negs. of B&LE, B&O, PC, P&S. (SSE)

JIM JEFFERY, 1216 Garth Dr., Kent, Ohio 44240, will sell 30 shares of Steam Tours Inc.

BOB JOHNSON, 345 Elm Park Ave., Elmhurst, Ill. 60126, buys GTW steam hardware, GTR and CN dining-car silver and china, GTW steam negs.

KEVIN KEEFE, MSU Museum, East Lansing, Mich. 48823, offers orig. brass eqpt. trust plate from Pere Marquette No. 1225; sealed bids accepted until Sept. 30.

C.J. KELLER, 60 Tuscano Ave., Revere, Mass. 02151, will buy 9-30 Railroad Magazine.

LARRY KELLER, 2741 Thornbridge Rd., York, Pa. 17404, buys slides, pix, movies of NKP 759 in frt. service on WM and on N&W last run 5/1/71.

ROGER KOSCIK, 141 E. Potter St., Wooddale, Ill. 60191, sells rr. and rapid transit slides of U.S. and Canada. List, 8c stamp. Buys CA&E items.

CLAUS LIETMEYER, Erfstrasse M, D-4046 Buettgen, Germany, has 1000 negs. of German steam and East African Ry.

BILL KUEBLER, 408 Egbert Ct., Fargo, ND 58102, will buy 10/59, 10/61, 1/60, 1/61, 8/63, 9/59 issues of Trains Magazine.

AL LANGLEY, Rte. 1, Box 64A, N. Augusta, S.C. 29841, sells tts., rulebks., tkts., hardware, etc. List 25c.

CHUCK LAVALLEE, 900 E. Lawson St., St. Paul Minn. 55106, trades NP railroadiana for pix, info. on NP caboose 1730 which he owns.

TOM LAWSON, Box 8311, Birmingham, Ala. 35218, sells size 616 steam negs. of U.S., Canadian short lines. List 20c.

JOHN LOCKE, 35 Woodcliff Ave., Woodcliff Lake N.J. 07675, sells, trades p.c. size, 4x5 negs., pix eastern steam, recent diesels.

LOGENZ, 37 S. Lewis Ave., Lombard, Ill. 60148. sells tts., rulebks.. maps of C&NW. List SSE.

GARY LOWER, 2541 Bryant Ave. S., Minneapolis, Minn. 55405, buys back issus of Railroad Magazine with articles on Calif. Zephyr, WP.

TIM LUBENESKY, 253 S. Front St., Coplay, Pa. 18037, buys lanterns, lights, locks, sw. keys. hardware, etc. from Ironton, N&B, Catasaqua & Fogelsville.

BILL MADDEN, 28-53 Utopia Pkwy., Flushing N.Y. 11358, buys tkts., CFR's, tkt. daters, dies, tkt. cases.

RICK MANSLEY, 7722 Loretto Ave., Philadelphia Pa. 19111, buys sells, trades RDG mags., newspapers. Sells Caffrey's "Colorado Midland".

REILLY McCARREN, 24 Wells Lane, Short Hills, N.J. 07078, buys slides of H16-44's, H24-66's, F3's on CNJ, Erie, DL&W, EL, RDG, LV, PRR, NYC, NYNH&H, B&O, WM.

E.J. McGRATH, Box 376, Mahanoy City, Pa. 17948, buys or trades switch keys.

R.E. McLARTY, 27 Pittsford Close, Waterloo, Ont., Canada, sells drawings of CP V5 0-8-0 and CP stations.

MARGARET MEYER, 552 Saunders Ave., Akron, Ohio 44319, buys tts., other railroadiana. (Ed. asks, what other railroadiana, Margaret?)

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys b&w and color pix, p.c. size to 8x10, of CMSP&P bi-polar elecs.

RALPH MILLER, 742 W. Paul Street, Waukesha, Wisc. 53186, sells postcards of trains, traction, rr. depots.

BOB MILLS, Box 6587, Lemay, Mo. 63125. sells color rr. emblem watch fobs with strap. (SSE)

GORDON MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, wants to hear from owners of late Joseph Laveile's negs.—Goldsmith, Bisseringer, Fagerberg, Lore.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells 35 mm slides, b&w pix, negs., other railroadiana. (SSE)

CARL MUNCK, 2007 Betz Rd., Bellevue, Neb. 68005, sells negs. and pix of steam and diesel. (SSE)

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buys or trades for pix, negs., slides, drawings of M&P frt. and psgr. equip. and that of predecessors.

JOHN MUSSEN, 40 Hawkins Ave., Hamburg, N.Y. 14075, buys 35mm color slides of western, southern, CN and CP 2nd-generation diesels.

AL MUTHARD, R.D. 1, Macungie, Pa. 18062, will buy CERA Bulls. 17, 48, 35, 98, 99; also Pa. area trolley negs. (SSE)

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys or trades for anything FEC and predecessors, also RPO cancellations.

DAVE NESTLE, R.D.2, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana. List 25c, refundable.

W. NIELSEN, 343 Eaton Rd., Rochester, N.Y. 14617, sells map and listing in tt. format of NY abandoned rrs.

R. OAKLEY, 907 West B., North Platte, Neb. 69101, buys or trades for rr. and express co. and bank wax sealers.

DAVE OROSZI, 727 McCleary Ave., Dayton, Ohio 45406, trades DT&I, B&O, Erie, EL train orders, track car lineups, and movement sheets, for those of other rrs.

C.G. PARSONS, Rte. A2, Box 124D, Dunnellon, Fla. 32630, sells 35mm Kodachrome dupl. slides of steam, diesel, trolley; sample 35c.

LOU POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872 sells 1884 waybills of DL&W, LV, CRRNJ, P&R.

JIM PROKES, 7850 S. Kenneth St., Chicago, Ill. 60652, buys tts., badges, dater dies. Sells Alco bldrs. plates.

JOE QUINN, Box 1044, Tillson, N.Y. 12486, sells steam pix; specify interests.

JIM REID, 4584 Brentlawn Dr., North Burnaby, B.C. Canada, will trade NC&SL 1955 tt. for UAL '53-'56; CRI&P 4/59 for Trans-Canada Airlines '58-'59. Buys CP Air '55-'69.

LEN RICE, 2800 Woodley Rd. N.W., Washington, D.C. 20008, sells steam, diesel, and elec. negs.; no list. (SSE)

PETE RICKERSHAUSER, 1 Sutton Pl., Florham Park, N.J. 07932, will trade PC's N.Y. Region emp. tt. No. 2 for one of other rr.; buys CNJ slides.

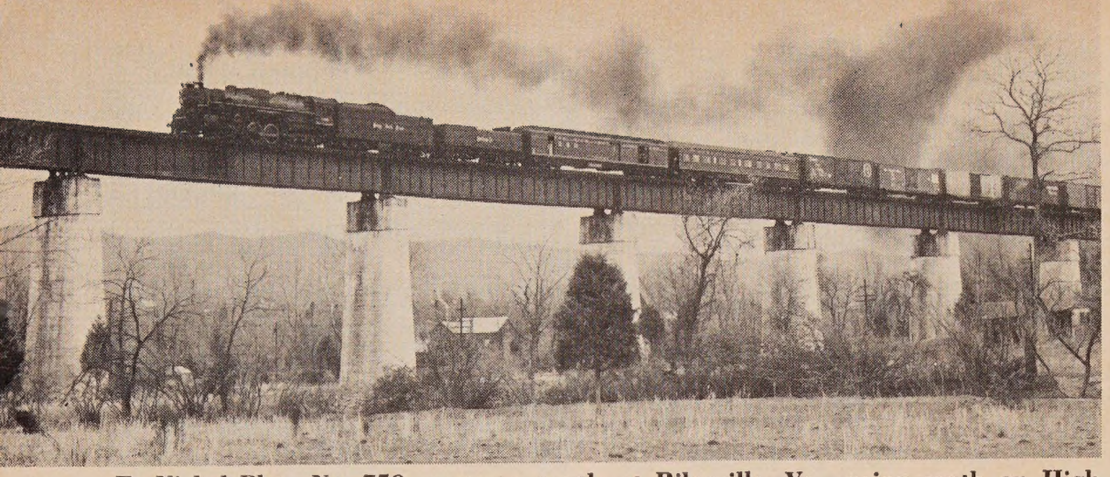
ED ROSENAU, 5110 N. Keeler Ave., Chicago, Ill. 60630, buys 8mm traction movies, esp, CA&E.

KEVIN RUBLE, 6124 Lyman, Downers Grove, Ill., is forming a Monon modelers and railfans assn.

L. RUSCH, Glenham, N.Y. 12527, will buy picture of 3 men shoveling snow to free old loco.

WM. RUSSELL, 402 Rochelle Ave., Wilmington. Del. 19804, sells size 616 steam negs. of short lines. Buys steam negs. of B&O, C&O, N&W, WM.

DICK SACHS, 330 Taft Rd., River Edge, N.J. 07661, sells pix of EL, D&H, PC, CP, CNJ, B&O, L&N. Sells railroadiana of PC, EL, Erie. (SSE)



Ex-Nickel Plate No. 759 crosses a trestle at Rileyville, Va., going south on High Iron freight trip over N&W tracks from Hagerstown, Md., to Roanoke, Va.
Photograph by Bill Botkin

H.N. SAWYER, 610 Empire Blvd., Rochester, N.Y. 14609, sells switch locks, keys, lanterns, tts., tkts., telegraph set, pix, menus.

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va., 22301, buys or trades Adams, American Ry. of REA, WU, and VA rr. items.

OTTO SCHELLER, 49-35 Annadale Lane, Little Neck, N.Y. 11362, will sell loco bell 16" dia., 13" high with yoke.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells steam loco pix, other railroadiana; list 10c.

J. SHAFER, 4359 Lafayette, Evansdale, Iowa 50707, buys rr. postcards, watch fobs, info. on circus trains.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells tts., emp. tts., tkts., passes, Off. Guides, rulebks., tourist guides, maps. Lists 50c each.

JIM SHAUGHNESSY, 474 8th Ave., Troy, N.Y. 12182, sells D&H PA slides, postcards, pix. (SSE)

SHERM SHOOK, 160 Andover, Wilkes-Barre, Pa. 18702, sells color slides of EBT and asso. trolley museum. (SSE)

JUAN SILVA, S. del Carril 1880, Santa Fe, Rep. Argentina, buys pix, mags., books on U.S. steam and diesels.

CARL SLATHER, Box 57, Larchmont, N.Y. 10538, buys histories of Cleveland Terminal & Valley and Lehigh & Lake Erie.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys Car and Loco. Cyclopedias; pix, rr. bks., calendars, Trains mag., Baldwin loco mags.

BOB SMITH, 712 S. 8th St., Coshocton, Ohio 43812, will sell 2 NKP metal station bulletin boards. (SSE)

R.L. SMITH, 246 Middlefield Dr., Akron, Ohio 44312, sells ceramic bottles modelled after CP 4-4-0 "Jupiter" and cars. (SSE)

JIM SPILLER, Box 12, Matteson, Ill. 60443, sells 8x10 color pix of IC's new MU's.

WES STEAD, Box 92, Effingham, Ill. 62401, buys emp. tts. of Cinn., Ind. & Wstn., pix of C&S wreck at Horse Creek, Wyo., 10/16/47, and Wheatland, Wyo., 5/22/48.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, buys switch keys, lanterns.

DES STUART, 13 Fairview Ave., Cheltenham 3192 Victoria, Australia, sells steam bldrs. plates from Germany, France, Italy, etc.

H.F. SULLIVAN, 21 Robin Rd., West Hartford, Conn. 06119, will buy used copy of Shaughnessy's "Rutland RR."

A. SWANSON, 144 Mill St., Wethersfield, Conn. 06109, will sell unbound vols. of 12 issues ea. of Trains, 11/61 to 10/68. (SSE)

BOB TRENNERT, 6812 N. 9th St., Philadelphia, Pa. 19126, sells original Kodachromes of PC GG-1's, E-44's, Metroliners, etc. (SSE)

STAN TROTT, Castine, Maine 04421, will sell 3 diff. sets of off. BAR steam loco diagrams, about 1916-'55, exc. cond.

HOWARD TURK, 58 Lake Ave., Lancaster, N.Y. 14086, sells rulebks. (SSE)

DAVE VERGUN, 54 North St., Gloversville, N.Y. 12078 buys LV, EL, GM, CV diesel pix. Sells, trades LV, EL, D&H, PC diesel pix. (SSE)

GREG WHITAKER, 135 S. Highland Ave., Winter Garden, Fla. 32787, buys size 616 or larger negs. of L&N cab units on CV or EK divs.

BOB WIRTH, 3431 Colfax N., Minneapolis, Minn. 55412, will buy Kalmbach books 17 and 19 on PRR and Circus trains.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells diesel negs, on approval; no list.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of these books: 1947 Off. Ry. Equip. Register, 824 big pages, $6; Sept. '51 Off. Guide, 1504 pages, $6; "From Hills to Hudson" (history of Paterson & Hud. River RR., etc.), by Lucas, 319 pages, 6x9, ill., indexed, pub. 1944, hard covers, $4; "Little Miami RR." (in Ohio), by Black, 191 pages, 6¼x9½, ill., hard covers, $3; "Adventure Underground: Story of World's Great Tunnels," by Gies, 260 pages, 5½x8, pub. 1962, hard covers, $3; "Central American Holiday" (mostly steam railroading), by Best, 80 big pages, ill., pub. 1960, soft covers, $2; all good cond., postpaid.

Model Trading Post

RALPH FORTY, 942 Beech St., San Diego, Calif. 92101, will sell unused Japanese HO layout. (SSE)

IRVIN MARTIN, R. 3, Box 240, Selinsgrove, Pa. 17870. builds custom-made rr. models.

BOB PUCHALSKI, 3903 Edgeland Ave., Royal Oak, Mich., 48073, buys Lionel std.-gage 200 series frt. cars and access. in good cond.

ED ZABEL, 412 E. Pine St., Paxton, Ill. 60957, will buy AHM NKP tender in good shape. ●

Coming Events

Aug. 9-15: Railroad Homecoming Week at East Broad Top RR., Orbisonia, Pa., incl. Summer Railroad Spectacular, Aug. 14-15. Steam & trolley operation. Contact Sherman Shook, 160 Andover St., Wilkes-Barre, Pa. 18702.

Aug. 14: Trip to Branford, Ct., trolley museum from Boston area. Details from Trip Committee, New England Div., Railroad Enthusiasts, P.O. Box 136, Ward Hill, Mass. 01830.

Aug. 27-29: Natl. Assn. of Timetable Collectors annual convention at Nutel Motel, 1906 W. 3rd St., Los Angeles. Exhibits, trading, tt. auction, local excursions. Write Vaughan Sanders, 15617 Stevens Ave., Bellflower, Calif. 90706.

Aug. 27-Sept. 7: Canadian Northwest Adventure, tour of scenic areas over 12 days by railway, steamboat, bus. Inclusive rates from $650. Sponsored by Pacific Coast Chapter, R&LHS. Contact Arthur Lloyd, P.O. Box 3552, San Francisco, Calif. 94119.

Sept. 2-6: NRHS convention at Bethlehem, hosted by Lehigh Valley chapter. Many fantrips, incl. coal mine tour, Magee trolley museum, New Hope & Ivyland and Black River & Western steam rrs., High Iron mainline steam, RDC trip on Reading; banquet Saturday. Info. from NRHS Convention Committee, 416 2nd Ave., Bethlehem, Pa. 18018.

Sept. 8-10: Fifth International Conference on Urban Transp'n, Pittsburgh, Pa. sponsored by U.S. Dept. of Transp'n, Pittsburgh Urban Transit Council, and Carnegie-Mellon University Transp'n Research Institute. Write Paul Thurston, P.O. Box 2149, Pittsburgh, Pa. 15230. Tel. (412) 261-3562.

Sept. 11: Penn Central fantrip in Boston area, via Mansfield, Framingham, Lowell, Fitchburg, Walpole, Milford. Details from Trip Committee, New England Div., Railroad Enhusiasts, P.O. Box 136, Ward Hill, Mass. 01830.

Sept. 11: Clinchfield RR. steam fantrip using 4-6-0 No. 1, Erwin, Tenn., to Spruce Pine, N.C., photo stops. Lv. Erwin 8:30 a.m. Fare, $25, capacity 75. Contact Doug Zimmerman, 1412 Meadowbrook Dr., Johnson City, Tenn. 37601.

Sept. 11: Fantrip on Minneapolis, Northfield & Southern sponsored by Minnesota Railfans' Assn. Diesel loco, coaches, obs. car. Fall Festival at Northfield. Write Peter Johnson, 2635 Girard Ave. N., Minneapolis, Minn. 55411.

Sept. 12: Prom. Chap. NRHS sponsors SLG&W fantrip to Saltair; lv. Salt Lake City, 21st W. and 4th N. at 1 p.m.; fare, $1; kids, 50c. Contact R.H. Burn, 2245 Jefferson Ave., 22, Ogden, Utah 84401.

Oct. 2: Autumn Leaves Special steam train on Clinchfield from Spartanburg, sponsored by Breakfast Optimist Club of Spartanburg. Lv. 8:30 a.m. for 282-mile trip through Marion, Altapass, Spruce Pine. Roast beef dinner at Erwin. Fare, $16; kids, $8. Info. from C. S. McClure, c/o Clinchfield RR., Rm. 815, Montgomery Bldg., Spartanburg, S.C.

Oct. 3: Subway-surface trolley fantrip in Phila., covering routes 10-11-13-34-36. Lv. 10:15 a.m. from 49th St. & Chester Ave. Fare, $6.50. Contact Philadelphia Chapter, NRHS, P.O. Box 7302, Philadelphia, Pa. 19101.

Oct. 3: Fantrip on Shaker Heights Rapid Transit, using 57-year-old car No. 12. Lv. Cleveland Union Term'l 11:15 a.m. for 6-hr. trip. Fare, $5.25; kids, $3.75. Write Robt. Linsey, 3604 Atherstone Rd., Cleveland Heights, Ohio 44121. Tel. (216) 382-7915.

Oct. 3: Fantrip over 300 miles of Grand Trunk in Maine, N.H., Vt., sponsored by "470" Railroad Club., Diesel locos, open-door baggage car, air-cond. coaches, photo stops, run-bys. Lv. India St., Portland, 8 a.m. Fare, $13.50; kids. $7. Contact Phillips Prince, 73 Skylark Rd., Portland, Me.

Oct. 3-4: D&H Fall Foliage excursion, Albany, N.Y., to Killington; stops for side tours; overnight lodging. Inclusive fare, except meals. $39.50; kids, $19. Brochure from Rail Associates, Dean Hill Rd., Killington, Vt. 05751. Tel. (802) 522-3816.

Oct. 10-11: Fall Foliage excursion, Bennington to Burlington, Vt. incl. Shelburne Museum, ferry ride, marble exhibit, etc. Overnight lodging. Contact Rail Associates, address above.

Oct. 16-17: Two one-day round trips on Clinchfield, trips, banquet. Write New England Div., Railroad Enthusiasts, P.O. Box 136, Ward Hill, Mass. 01830.

Oct. 16-17: Two one-day round trips on Clinchfield from Marion, N.C., to Erwin, Tenn., sponsored by Asheville Civitan Club. Lv. Marion 9:30 a.m. each day. Fare, $11; kids, $8. Box lunch, $2 extra. Contact Carl Loftin, P.O. Box 7146, Asheville, N.C.

Oct. 23-24: Two one-day round trips on Clinchfield from Spartanburg, S.C., to Erwin, Tenn., using 4-6-0 steam loco No. 1, open-window coaches, lounge car. Sponsored by Augusta Chapter, NRHS. Fare. $15.95 incl. lunch. Info. from Cannonball Rail Excursions, Box 1443, Augusta, Ga. 30903.

Oct. 30-31: Two one-day round trips on Clinchfield to Erwin. Lv. Spartanburg 8:30 a.m. each day. Fare, $16; kids, $8; incl. box lunch. Write Sertoma Club of Spartanburg, P.O. Box 752, Spartanburg, S.C. 29301. ●

Pen Pals Wanted

Mrs. Ann Sweeney (20), School St., Stony Creek, Conn. 06405, seriously ill, would appreciate cheer-up letters and cards.

Tom Greco (24), 1915 S. 44th St., Omaha, Neb., 68105, wants to correspond with B&O engineers who ran P-7 locos.

Susie Carryl (15), 6965 Bernay Ave., Jacksonville, Fla. 3205.

Steve Mikita, Box 1, Rte. 1, Grindstone, Pa. 15442, seeks stepbrother, Frank Seaman, who used to work for railroad in Lorain, O., last heard from 10 years ago. Steve says Seaman's son is anxious to hear from him.

Bernadette Zafra (22), Tabunoc, Talisay, Cebu City, Philippines.

Ernest W. Schwab, 236 Spencer Ave., New Orleans, La., hospitalized for years, needs cheer-up mail.

Pat Kersey (15), Rte. 3, Box 306, Covington, Va. 24426.

PFC Morbert J. Grandick, 483-68-5241, B Co., 2d Bn., 8th Cav., 1st Cav. Div. Airmobile, APO San Francisco 96490.

Penny McComb, Box 37, Alberton, Mont. 59820.

Evelyn Paras (21), 3 Mabini St., Cebu City, Philippines.

Tom Carver (17), RR-2, Blacksoil Lane, Peoria, Ill. 61614.

W.A. Lindley, 1507 Pecan Dr., Roswell, N.M. 88201, wishes to hear from children or grandchildren of his uncle, George M. Lindley who, back in 1905, lived at Stephenville, Tex.

(Miss) Clemen Labus (23), 155 Escario St., Cebu City, Philippines.

Carlas Bruner (15), 1415 Dolman, St. Louis, Mo. 63104, has muscular dystrophy, needs encouraging letters and cards.

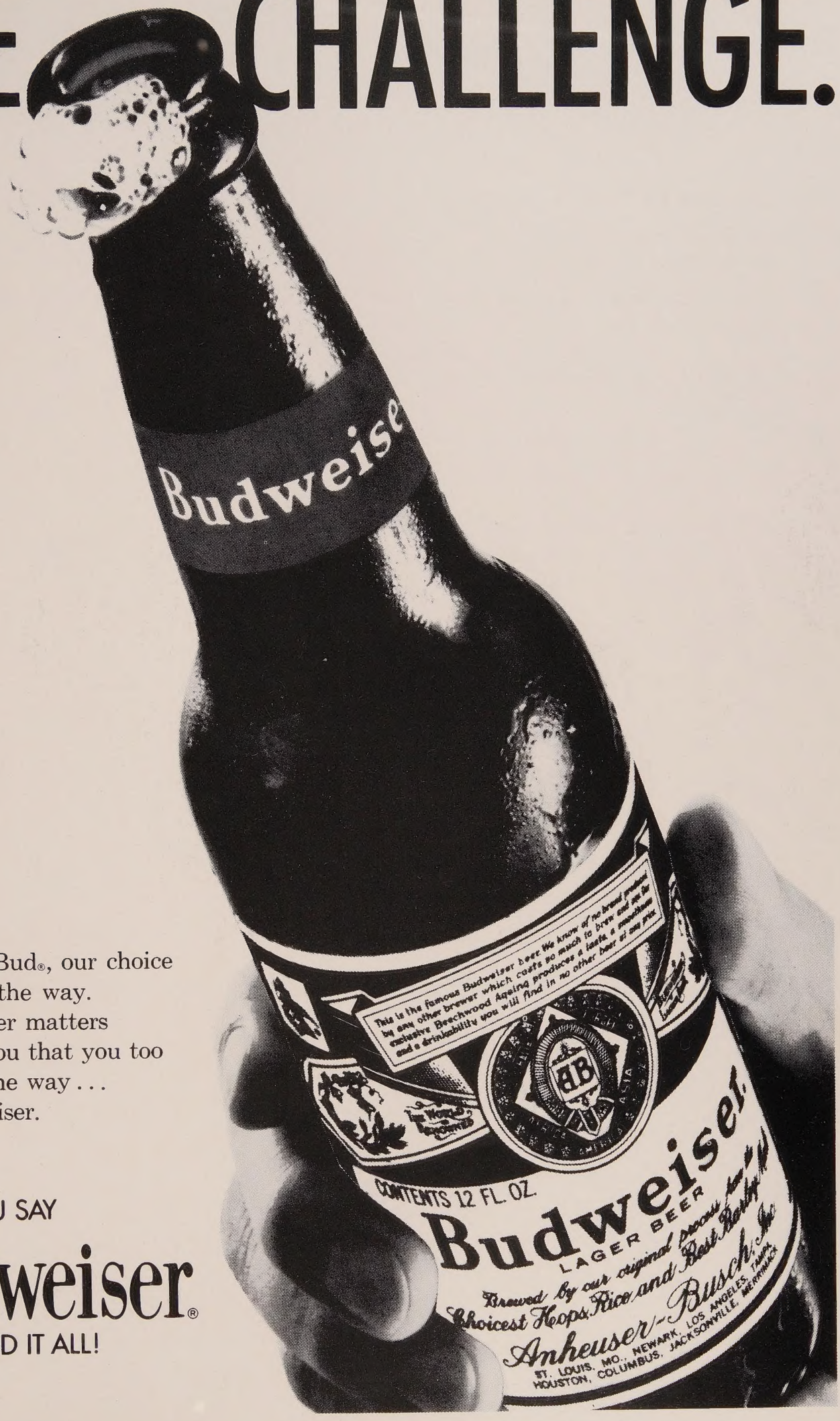
Roy N. Bloom (47), Apt. 4, 1321 Roycroft, Long Beach, Calif.

Lela Cooley Littlefield, Rte. 1, Box 1, Big Sandy, Mont. 59250, seeks brother, W. Lester Cooley. Last saw him in 1916 when he was unloading rr. boxcar at Oregon, Illinois. If living, he is 77.

Mae E. Bartsch (65), 827 Riverside Ave., Santa Cruz, Calif. 95060.

Mila Ruiz (19), 221-229 Manaili St., Cebu City, Philippines. ●

THE CHALLENGE.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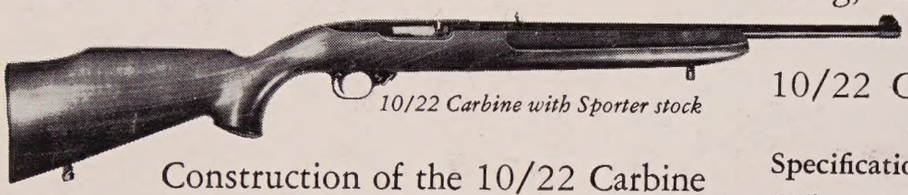

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